

June 1929

35 Cents

MOTOR BOATING

The Yachtsmen's Magazine



YOU may be just the man who can use ~ ~ ~ **BOHNALITE** **62% LIGHTER THAN IRON**

Many men believe they must continue to use iron in the products or merchandise they make merely because they have always done so.

As a rule, these same executives are not familiar with the economical advantages of Bohnalite.

Are you?

You may be just the man who can use Bohnalite to advantage.

For here is a metal 62% lighter than iron—possessing all the advantages of iron but none of its disadvantages.

Bohnalite has high uniform hardness—great

density—fine grained structure—exceptional strength—excellent bearing qualities—and is ductile.

Many of these important refinements are due to the special processes and series of heat treatments developed by Bohn metallurgists over a long period of years.

Why not send us your blue prints and samples. Let us figure with your engineers and show you the many advantages of Bohnalite, a new light alloy.

Send us your blue prints and ask for the latest Bohnalite booklet.

BOHN ALUMINUM & BRASS CORPORATION, DETROIT, MICHIGAN

New York

Chicago

Philadelphia

Cleveland

Pittsburgh



CHAS. B. BOHN
*The authority who
developed Bohnalite*

WHY



Johnson *SEA-HORSES*: 1st and 2nd, Col. E. H. R. Green, Free-for-All, Miami Beach, March 20

Johnson *SEA-HORSES*: 1st, 2nd, 6th, 7th, 8th, Albany-New York Marathon, April 20

Johnson *SEA-HORSE* 16: 1st B Class entry to cross line in Albany-New York Marathon

Johnson *SEA-HORSE* 32: Fastest official time for any outboard—43.76 m. p. h.

The *SEA-HORSES*

For anyone who may not know exactly why Johnson *SEA-HORSES* have been so decisively victorious in this year's major outboard events, here is the reason:

Johnson's determination to produce the world's most powerful and fastest outboard motors, *without sacrificing the dependability for which Johnson has always been famous*, resulted in the development of an outboard motor of *entirely new design*, embodying the following revolutionary improvements:

Detachable aluminum cylinder heads for higher compression and cooler spark plugs; straight connecting rods which eliminate side and angular pressures; circular disc crank arms for higher crank case compression; roller crank pin bearings to reduce friction; ball bearings on pinion and propeller shafts for fuller delivery of power; and most important of all, the Johnson Rotary Valve which permits

admission of greater charges of gas from the carburetor, particularly at high speeds.

With these developments the *SEA-HORSE* 16 and *SEA-HORSE* 32 attain higher power peaks than ever before possible in an outboard. They develop 50% more power per cubic inch displacement than Johnson's previous motors.

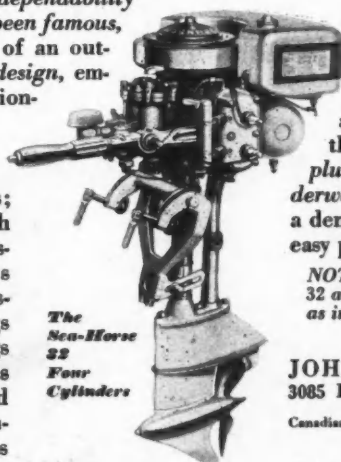
Only in a *SEA-HORSE* can you get champion power and speed *plus* the certainty and ease of automobile starting as gained with the famous Johnson *Release Charger* *plus* the pleasure of the Johnson *Underwater Exhaust*. See your dealer for a demonstration. Sold on free trial and easy payment plan.

NOTE: The *SEA-HORSE* 16 and *SEA-HORSE* 32 are available in racing models as well as in the standard models for general use.

Write for Catalog

JOHNSON MOTOR COMPANY
3085 Pershing Road Waukegan, Ill.

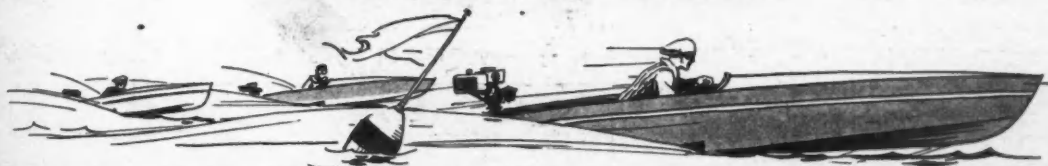
IN CANADA:
Canadian Johnson Motor Co., Ltd., Peterborough, Ontario
Distributors for British Columbia:
Hoflin's, Ltd., Vancouver, B. C.



The
Sea-Horse
32
Four
Cylinders

Johnson

Outboard Motors



WORLD'S LARGEST MANUFACTURER OF OUTBOARD MOTORS

MOTOR BOATING, June, 1929. Volume XLIII, No. 6. Published monthly at 57th Street at Eighth Ave., N. Y., U. S. A., by International Magazine Co., Inc. Yearly subscription price: United States, \$3.00; Canada, \$3.00; Foreign, \$4.00. Entered as second-class matter April 15, 1925, at the Post Office at New York, under the act of March 3, 1879. (Printed in U. S. A.)



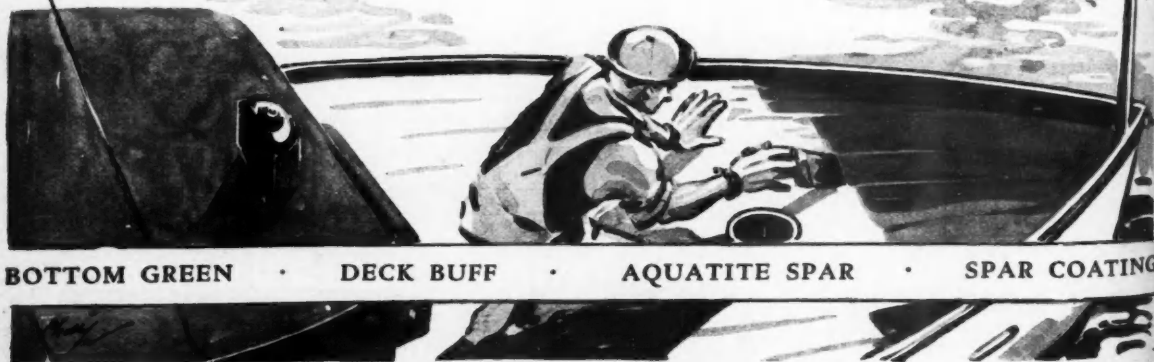
"I'm too old to use
anything but the BEST!"

AYACHT DECK BUFF *that laughs at wear*

EDWARD SMITH'S YACHT DECK BUFF says *no* to waves, wind and wear, to heat that blisters and frost that cracks. It will not whiten, chalk or bleach out. Extremely hard, yet perfectly elastic even when used on canvas decks. Put your deck under its protection and laugh at the elements. As to hull . . . spars . . . cabin—any surface you really value—send for literature and color charts on Edward Smith Paints and Varnishes for every marine purpose.

E D W A R D
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& COMPANY

Makers of Marine Paints and Varnishes since 1827



BOTTOM GREEN • DECK BUFF • AQUATITE SPAR • SPAR COATING

To The Man Buying His First Boat

This is a message addressed to you by the makers of Duplex Marine Engine Oil. It matters not whether you are buying an outboard, a runabout or a cruiser—the information on this page is of very real value to you.

In your boat you have an investment—whether of \$500.00 or \$50,000.00 is not the point. Further, you are buying your boat for sheer enjoyment—you are entitled to receive it.

The heart of your boat is your engine; its performance makes or mars your pleasure. Just as it does for Gar Wood, for example.

Much Depends on Lubrication

A very great deal of engine performance depends upon lubrication; some authorities say it depends wholly upon lubrication. Certainly smooth operation, freedom from trouble and maximum power depend upon it. That is known to all boatmen.

Duplex Marine Engine Oil is the standard of this great yacht and motorboat field. It is used by Gar Wood in all his races; it is specified by Kermath, Scripps, Universal;

it is specified by Chris-Craft and 30 other leading boat builders, representing 85 per cent of all standardized fine boats.

Made For Marine Service

Duplex is made for marine service; properly refined from selected grades of 100% pure Pennsylvania crude by men who know marine engines intimately. That is why it is the standard of the industry and sport; that is why it holds virtually every world's record, from the smallest outboards to the defense of the Harmsworth.

Duplex is sold by leading marine supply dealers everywhere—a word from you will bring you information as to the nearest. And we will gladly send you, with no obligation, a booklet every boatman should have: "The Story of Gar Wood and Duplex Marine Engine Oil."

We wish you every success with your boat and are glad to welcome you to the growing company of those turning to the water. When you "shove off"—for an afternoon or for a week—you are leaving care, trouble and worry behind you. More power to you!



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Established 1884

Buffalo, New York

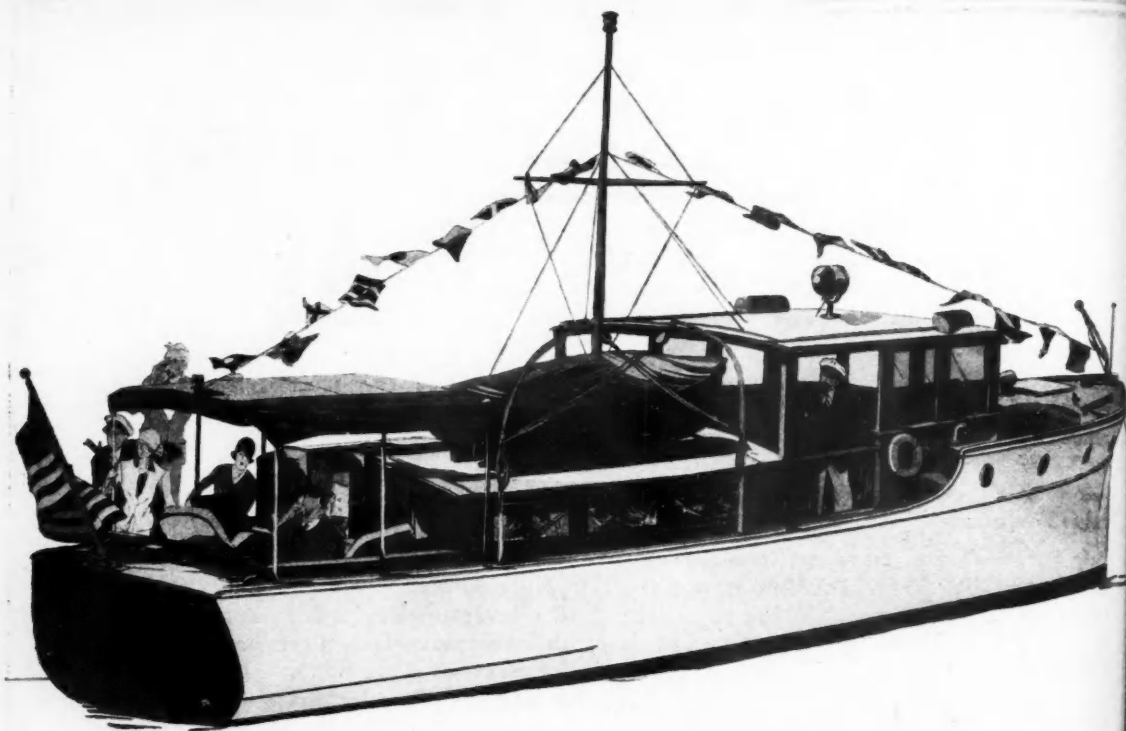
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Philadelphia, Portland (Ore.) San Francisco,
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SERVING PIERCE-ARROW FOR TWENTY-NINE YEARS



REGATTA DAY

REGATTA DAY aboard the Dawn 45 is a happy event...irrespective of the results of the races.

Speculation as to the weather need not make the date tentative. This boat is seaworthy and well covered. Powerful twin Lathrop engines insure your arrival on time to choose a desirable anchorage.

The owner's stateroom, guests' cabin and crew quarters are all well equipped,

spacious, and each has its own toilet facilities. The galley is a real kitchen. The bridge deck and cockpit are as roomy as porches on a house.

Good fellows always have a good time together...but comfortable living...the kind of living aboard the Dawn 45... puts everyone at their best.

To those who cannot visit our yards we will gladly send descriptive literature.

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CLASON POINT NEW YORK CITY

Westchester 7000

Established 1906

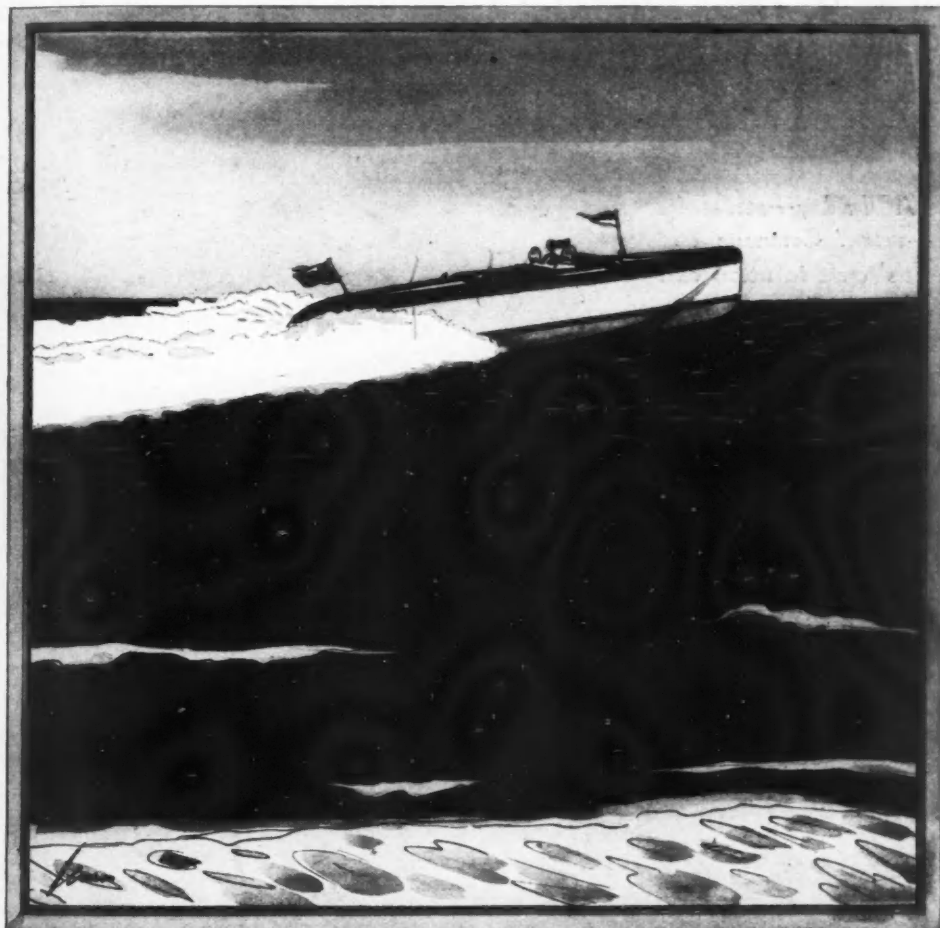
DAWN

FIFTEEN THOUSAND NINE HUNDRED COMPLETE
AFLOAT AT CLASON POINT, NEW YORK CITY

The World's Largest Builders of Standardized 45-Footers

Advertising index will be found on 3rd last page

NO SPEED LAWS ON THE WATER HIGHWAYS



LIVING in the country, working in the town, this man has no acquaintance with traffic tangles nor with grimy trains. On the water highways he moves quietly, speedily, pleasurably. His swift commuter turns a forty-mile trip into an hour's holiday instead of two hours of harassment!

It is true that few men can possess a servant such as this. But the man who does, can live the double life of a calm and peaceful countryman and an active man of town, in effortless ease. He can plan and organize as he skims to work. He has those moments of repose, so valuable and important, in which to "gather himself" and recruit his forces for the day.

And in his lighter hours, his speed-boat is an urge to sport . . . a thrill . . . or a carefree diversion . . . He may drift lazily off white beaches in the sunshine. He may taste the spray that comes from the breeze at forty, at fifty miles an hour. For speed, stark and sudden, is his to command—an exuberant rush through water, that seems faster than light!

And his craft will never fail him, for it is powered with a Wright Typhoon.

WRIGHT TYPHOON

Address inquiries to Marine Engine Division

WRIGHT AERONAUTICAL CORPORATION
Paterson, New Jersey

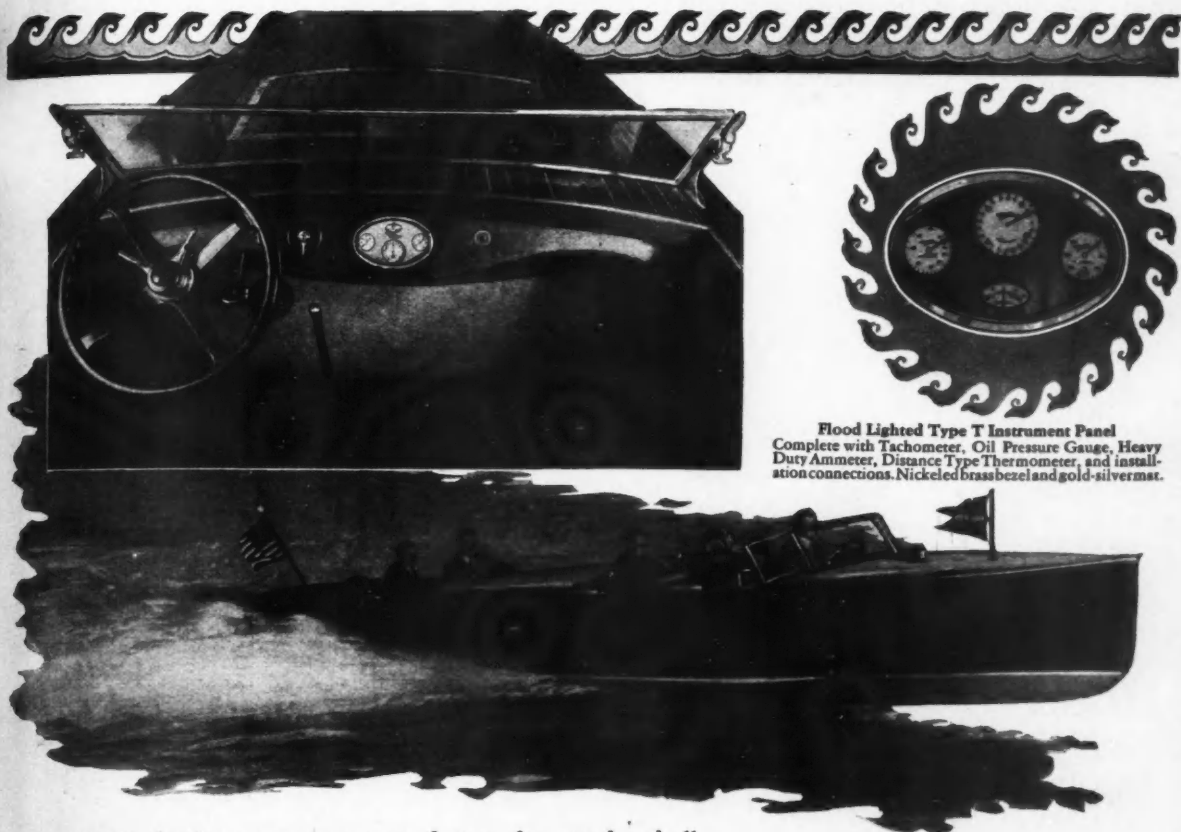
THE LUDERS "42"

TWICE a day—at least
—relax! Commute by
Luders' craft in utter, care-
free comfort. The untrammelled
waterways invite you—as a
cool and sparkling highway to a
definite destination—as a zestful
playground for an idle hour or week.
With a Luders "42" there's nothing
to mar one's pleasure or jar one's
nerves. 42 feet of luxury—at 25 miles
per hour.

**LUDERS MARINE
CONSTRUCTION CO.**
STAMFORD, CONNECTICUT

A Custom Built Boat on a Standardized Plan.





Flood Lighted Type T Instrument Panel
Complete with Tachometer, Oil Pressure Gauge, Heavy Duty Ammeter, Distance Type Thermometer, and installation connections. Nickered brass bezel and gold-silver mat.

DASHING Sea-Lyon commuters are famous for speed and all-around performance, for trim lines and quality construction. That Consolidated marine instrument panels are standard on Sea-Lyon "35" and "40" runabouts above is an eloquent endorsement of Consolidated instrument reliability as an aid to pleasurable boating. The precision instruments on this flood-lighted panel speedily signal the slightest fluctuation in engine efficiency to the pilot.

Sea-Lyon "35" is further equipped with a Feed-A-Motor electromagnetic fuel pump—that foolproof, durable device for controlling the regularity of your engine's fuel supply even in rough seas. Feed-A-Motor is easily attached anywhere along the fuel line.

The sure-fire Consolidated double ignition switch is sturdy, Bakelite-protected, and non-corrosive. Like all Consolidated instruments, the switch is expertly produced from the highest quality materials by craftsmen working under the direct supervision of skilled engineers. The conscientious manufacture of Consolidated precision instruments is reflected in their trustworthy performance.



Single-Unit Feed-A-Motor

Feed-A-Motor is an electrically driven fuel pump. Feeds engine any required capacity of fuel up to 18 gallons per hour. Parts made of brass, bronze, and Monel metal. Also double unit available.

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305 East 47th Street, New York City

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The rapid growth during recent months in the demand for Consolidated marine instruments makes it essential that more Consolidated dealers be appointed. Your territory may still be open. For complete details, fill out and return the coupon today.

Consolidated Instrument Co. of America, Inc.
305 East 47th Street, New York City

Gentlemen: Is my territory still open? If so, please give me full details of your dealer proposition.

Company _____

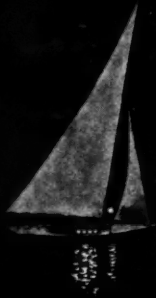
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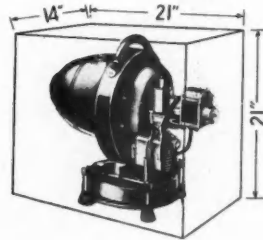
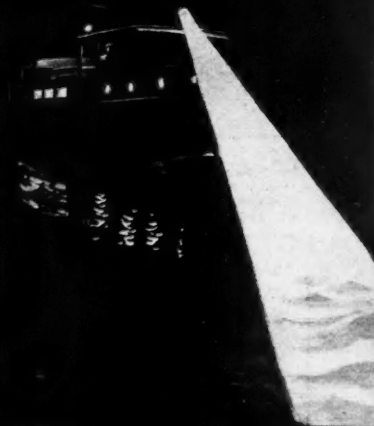
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small
enough
for 30 footers



big
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Small enough to stow generator in a space 14" x 21" x 21".

Big enough to furnish ample power for lights, refrigerators, toasters, fans, pumps, etc.

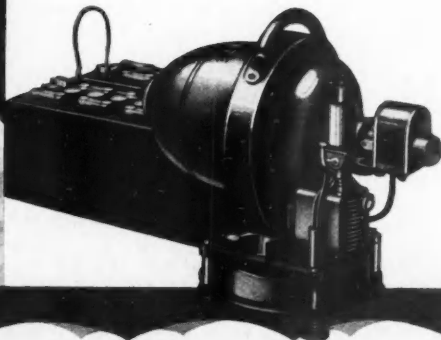
Furnished complete with 80 ampere hour rubber jar storage battery. Storage battery gives you a reserve of 2500 watt hours without running the generator.

Equally suitable for boat, camp or home. Use a plant with storage batteries.

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Distributors Throughout the World



\$275

COMPLETE

f.o.b. Port Chester, N. Y.

32 Volt, 600 Watt Generator

80 ampere hour

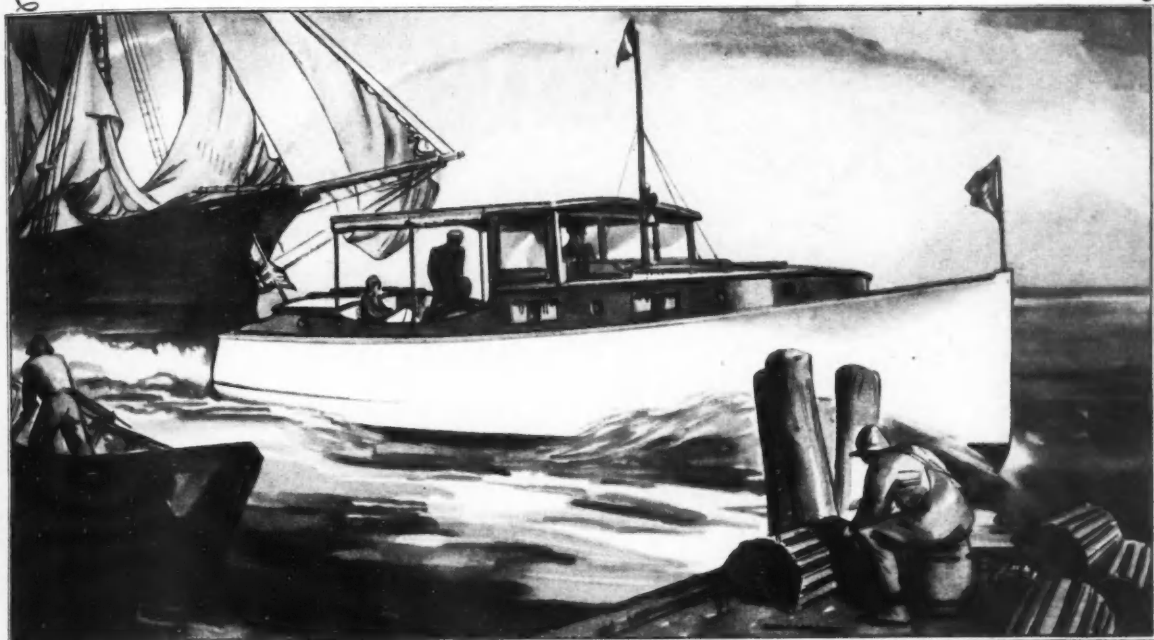
Storage Battery

Starting Switch



HOMELITE Portable Electric Light & Power Plant

At the Capital of the Cod with the King of small Cruisers



DOWNEAST, romance is as enticing today as it was a century ago. Gloucester, for example. Here, dories are salt and crusted, and lobster pots are 'tended by equally salty descendants of Miles Standish and Governor Brewster. Ashore, fisher cottages are intriguingly old-fashioned, yet surroundings are socially modern.

Of all ways to enjoy Gloucester, or any of the other down-east ports, there is nothing to equal the

A. C. F. "30" ... skillful in design, seaworthy, capacious, and at its price, \$4,950, unequalled in value.

Imagine a 30-foot cruiser actually providing comfortable sleeping accommodations for six people and day-cruising capacity for many more. There are TWO cabins, each fitted with wide, luxurious beds; a lavatory which is a model of neatness and convenience; a galley which boasts its stove, oven, ice-box, and capacious lockers; and a cockpit which is a revelation of commodious comfort. And like all other craft in the A. C. F. fleet, the "30" is completely equipped, ready to cruise,

even to china, linen and silver.

Yachtsmen are urged to compare the A. C. F. "30", at its remarkably reasonable price, with any other craft afloat . . . quality of craftsmanship and fittings, seaworthiness, grace of design, and compact completeness.

See the A. C. F. "30" at any A. C. F. showroom, or, if you cannot call, write for the "Thirty Book" which will be sent without cost or obligation. Write today.

AMERICAN CAR AND FOUNDRY COMPANY

A. C. F. Marine Salon, 217 West 57th Street, New York. Other showrooms at: Boston—Noyes Marine Sales Co., 1037 Commonwealth Avenue. Detroit—A. C. F. Salon, 500 E. Jefferson Avenue. Cleveland—N. J. Shea, 1424 Lauderale Avenue, Lakewood. San Francisco—S. C. Kyle, 427 Rialto Building. Chicago—Ward A. Robinson, 8 S. Michigan Avenue. Wilmington, Del.—American Car and Foundry Company.

THE 1929 FLEET

A. C. F.

CRUISER-RUNABOUT . . .	\$ 5,750
30 DOUBLE CABIN . . .	4,950
30 OPEN DECK . . .	4,950
40 DOUBLE CABIN . . .	13,950
40 DAY CRUISER . . .	13,350
THE FAMOUS 47 . . .	21,000
54 TWIN SCREW . . .	32,500
68 SEAGOING YACHT . . .	60,000

a.c.f.
cruisers

NO QUESTION OF

NATURALINE is a new and better gasoline that has startled the aviation industry by its marvelous performance. **Q** It is difficult to convince knowing people that there is a new and better gasoline when so many gasolines have been offered to them under this guise, but our statements should be readily acceptable when we explain . . . **NATURALINE** is not made from crude petroleum. It is made by the compressing and super-refining of natural gasoline, which is an essence of petroleum, first given off from the oil well in the form of gas. . . . **Q** **NATURALINE** has been universally accepted by the aviation industry as a superior fuel, and because the airplane engine is comparable to high powered marine engines, especially of the first and fourth classes where the throttle is wide open 98% of the time, we feel it our duty to introduce **NATURALINE** now to the motorboat industry. . . . **Q** **NATURALINE** gives an extremely high thermal efficiency and because of its tendency to give perfect distribution to all cylinders even through intricate manifolds there is a smoothness of power output. Its volatility guarantees full and even burning of all fuel reaching the explosion chambers of the motor. . . . **Q** **NATURALINE** is perfectly balanced



and with its low vaporizing temperature it solves the quick starting, even burning, smooth motor operating problem . . . It responds instantly to the throttle and does not spit back. . . It will not overheat the motor . . . It is

usually economical and weighs one-half pound per gallon less than ordinary gasoline. **NATURALINE** is not comparable with any gasoline refined from crude petroleum.



NATURALINE

SUPERIOR QUALITY

STONE 5167

ROCHESTER MARINE CO., INC.

111 NORTH STREET

ROCHESTER, N. Y. March 27, 1929.

Mr. Fred L. Foster,
c/o Naturaline Co. of America,
Tulsa, Oklahoma.

Dear Sir:

The writer thought you might be interested in the results obtained in using your Naturaline in the writer's 750 cu. in. piston replacement racing hydroplane.

This plane was powered with the 220 H.P. French Hispano Suiza which was a direct drive, turning an 1832 propeller with ordinary gas 2600 revolutions. With a normal type of gas, the writer also had some difficulty in starting acceleration and pre-ignition.

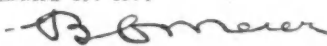
After filling up with a tank of your Naturaline, the writer found that the motor started instantly in wonderful acceleration, absolutely no sign whatsoever of pre-ignition and a very decided increase in revolutions.

The results were so marked and of such decided advantage in a racing job that there is absolutely no question of the superior qualities of this product.

The writer has been connected with the marine industry for the past thirteen years and has had a great deal of experience with all kinds of fuel, and he is absolutely sold on your product, and, consequently, is recommending it to all of his customers and friends in the marine game.

Wishing you the very best of success with your product,
we are

Very truly yours,
ROCHESTER MARINE CO. INC.


President.

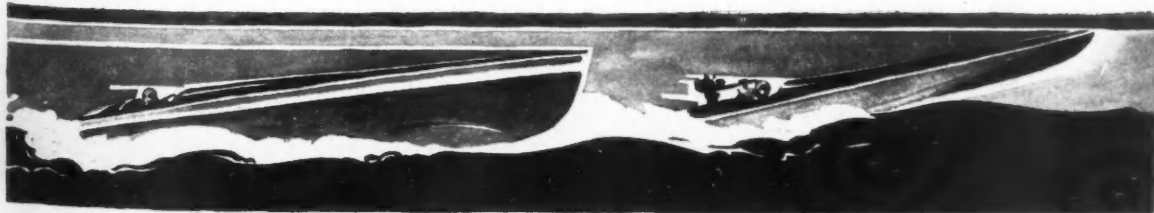
M:M



NATURALINE . . .

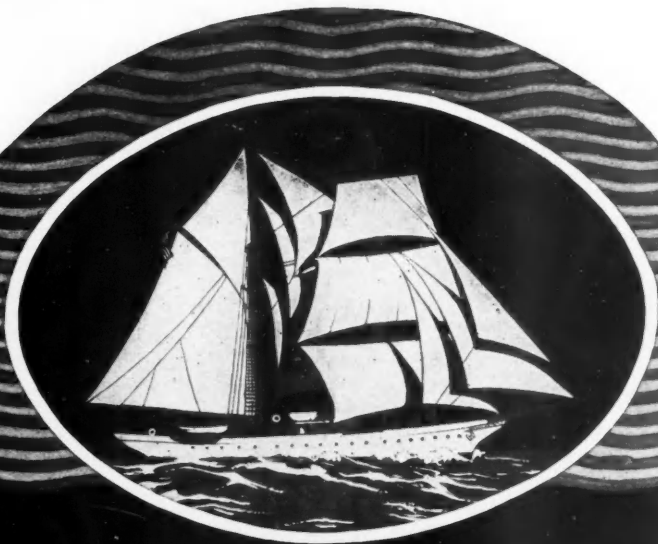
**is available to
motor boat en-
thusiasts nearly
everywhere . . .**

**If your dealer
cannot supply
you, please send
us his name and
we will get in
touch with him.**



NATURALINE CO..OF AMERICA

CHESTNUT AND SMITH BUILDINGTULSA OKLAHOMA



Achievement

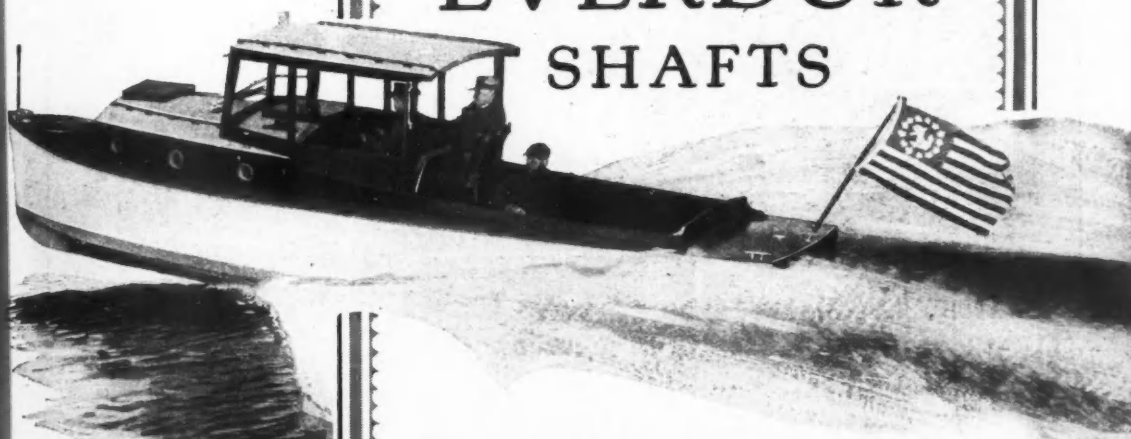
THAT Bessemer Diesel Yacht Engines are worthy of the reputation they bear is evidenced by their universal selection for powering the finer yachts.

BESSEMER ENGINE COMPANY
Lincoln Avenue Grove City, Pa.

BESSEMER
DIESEL  **ENGINES**



HUBERT S. JOHNSON
SEA SKIFFS
NOW EQUIPPED WITH
EVERDUR
SHAFTS



Among prominent boat builders who now standardize on Everdur Metal for shafting, is the Hubert S. Johnson Boat & Engine Works, Bayhead, N. J., builders of the famous Johnson Sea Skiffs. Mr. Johnson tells why Everdur was selected:—

"We required a light weight shafting with an ample margin of safety—a material combining the strength of steel with a uniform grain structure and high resistance to sea water corrosion. Severe tests proved to our satisfaction that Everdur possessed these physical characteristics. We are now standardizing on Everdur Shafts in all our boats, and find that it measures up to our requirements in every way."

Everdur is a copper-silicon-manganese alloy produced exclusively by The American Brass Company, the world's largest and most experienced manufacturers of copper, brass and bronze. It is furnished in all commercial shapes, including sheets, rods, tubes and specially turned and straightened shafting. Also available from leading manufacturers in the form of wood screws, bolts, nuts and washers.

THE AMERICAN BRASS COMPANY

General Offices: Waterbury, Connecticut

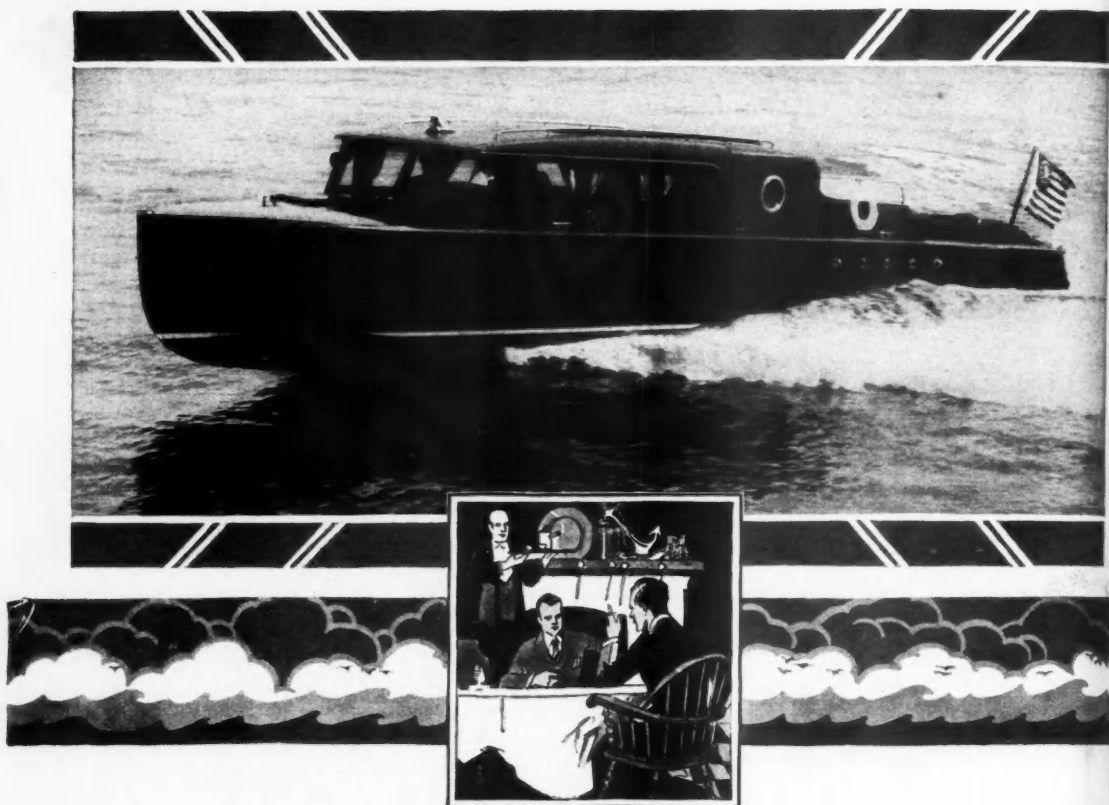
Offices and Agencies in Principal Cities

ANACONDA
SHAFTING



TOBIN BRONZE

For years the Motor Boat Industry has standardized on Anaconda metals for shafting and other under-water parts. Tobin Bronze gives eminently satisfactory service and provides an ample margin of safety for boats of standard design. It is the choice of the great majority of America's leading boat builders. Everdur shafting is recommended for light construction and exceptionally high speed.



Sure She Steps! 32 Miles an Hour ... with All the Comforts of a Home

You won't find a keener craft to summer aboard than this 39-foot genuine mahogany Robinson Seagull ▾ Plenty of speed, a well-bred appearance, gracefull riding form and lusty performance ▾ A cabin interior that is spacious, comfortable and restfull ▾ Four pullman berths, two leather upholstered driving seats, galley and toilet each contributes to the utmost owner comfort aboardship ▾ A large after cockpit serves as a glorious

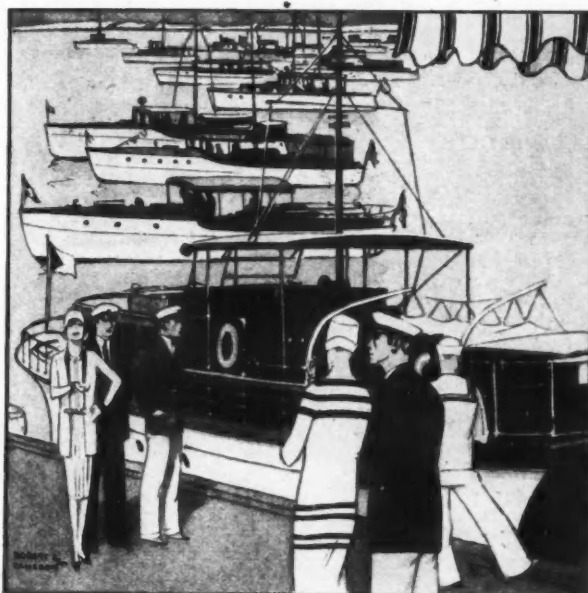
vantage point of indescribable charm ▾ For cruising, commuting, or those intimate trips where a few friends can be graciously entertained the Seagull is without a counterpart.

▽ ▽ ▽

39-ft. Seagull Sedan Cruiser, Hall-Scott or Sterling Powered—\$13,200 to \$14,300; 42-ft. Twin Screw Commuter, \$22,500; 38-ft. Red Arrow Day Cruiser, Optional Twin Screw Power, \$12,500. Represented by A. C. F. Salons, 217 W. 57th St., New York City; 500 East Jefferson Ave., Detroit and S. Clyde Kyle, Rialto Bldg., San Francisco; Walter Moreton, 1043 Commonwealth Ave., Boston; Kimball Marine Corporation, 29 Wacker Drive, Chicago; R. B. Lechinger, Houston, Texas.

ROBINSON *Seagull*

ROBINSON MARINE CONSTRUCTION CO. ▾ BENTON HARBOR, MI



Where Quality Is Demanded

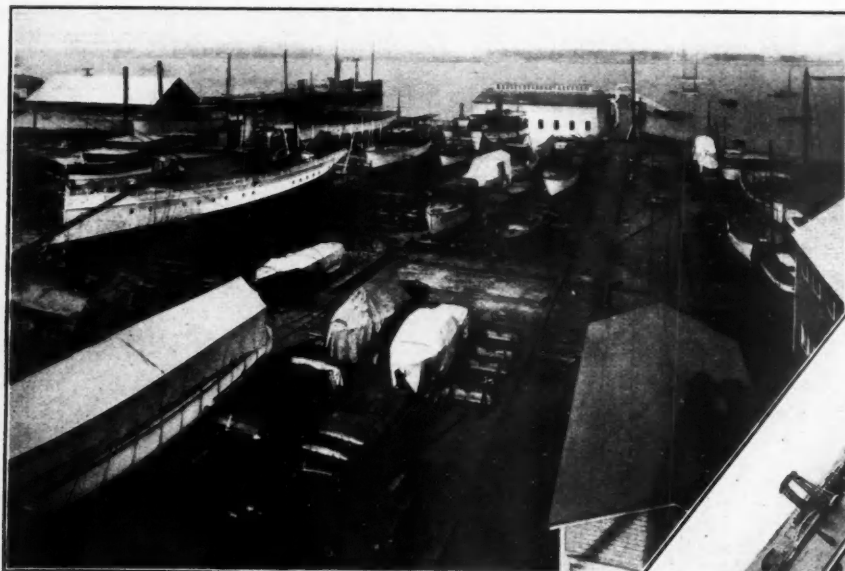
On fine boats—both large and small—where performance is paramount, and where only proven equipment is selected, Auto-Lite invariably is relied upon for dependable starting, lighting and ignition performance.

Auto-Lite has achieved the same leadership in the field of motor boats as it has long enjoyed in the field of fine motor cars. Auto-Lite on a motor boat has become an index of quality materials used throughout . . . THE ELECTRIC AUTO-LITE COMPANY . . . OFFICE AND WORKS: TOLEDO, OHIO.

Also Makers of DéJon

Auto-Lite

Starting, Lighting & Ignition



A Shipyard in New York City Offering a Service So Differerent That It Is Well Worth Trying

Equipped and manned to perform every phase of shipyard work on all types of motor boats and yachts from a runabout to a 150 footer.

Complete facilities and modern labor-saving machinery that saves time and money for the yachtsman. Prompt service—no delays—expert craftsmen and specialists for every operation.

Motor Mechanics experienced on large high speed engines—Machinists—Plumbers—Carpenters—Joiners—Painters—Finishers—Upholsterers—Electricians—Riggers—Sail Makers—Coppersmiths—Blacksmiths. Marine railways—runabout hoist—boat elevator—rail tractor—machine shop—wood working mill—complete stockroom—individual lockers. Installations—alterations—repairs—refinishing—fitting out—hauling—storage.

Come up to City Island and inspect our facilities yourself.

Lyon-Tuttle Corporation

King Street, City Island, New York City

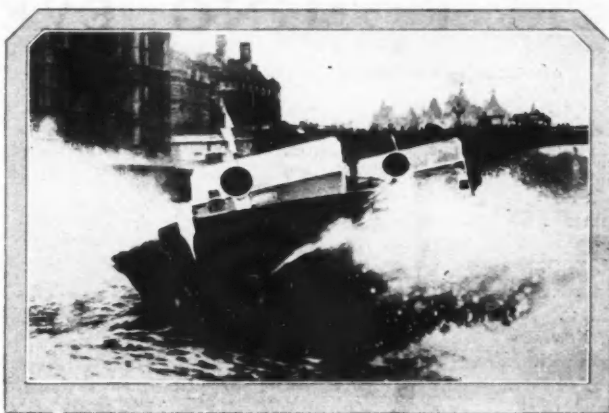
Telephones: City Island 1645-1646

SHOW ROOMS

HOWARD W. LYON, INC.
532 Lexington Ave. (at 49th Street) **NEW YORK**
Telephone: Vanderbilt 4445-4446

SEA-LYON RUNABOUTS





One of three new English Sea Hawk speed boats throwing the spray in front of the Houses of Parliament

International

JUNE, 1929

Vol. XLIII, No. 6

MOTOR BOATING

FIFTY-SEVENTH STREET
AT EIGHTH AVENUE
NEW YORK, N. Y.

Edited by

CHARLES F. CHAPMAN

CONTENTS

CALENDAR OF COMING EVENTS.....	18
MOTOR BOATING ABROAD.....	20
AMERICAN MOTOR BOAT RECORDS.....	22
THE SPORT SUPREME.....	24
CRUISING ON INLAND WATERS.....	25-27
YOU'LL DO IT.....	28-29
THE HOUSEBOAT HARBINGER.....	30-31
PRINCESS LOUISE INLET A CRUISERS UTOPIA.....	32-35
THE JOY IN SHORT CRUISES.....	36-38
CHARLES FRANCIS ADAMS.....	39
THE ST. FRANCIS YACHT CLUB.....	40-41
VAGABONDIA—A SEA GOING SHIP.....	42
TAMEA II, A DREAM COME TRUE.....	43-44
WHAT THE NOVICE SHOULD KNOW.....	45-47
ACCURACY IN RECORDS.....	48-50
WEST COAST FLYERS.....	51
WHERE SEA SKIFFS ARE BUILT.....	52-53
FINDING YOUR WAY AFLOAT.....	54-56
SMALL MOTOR BOATS, THEIR CARE, CONSTRUCTION AND EQUIPMENT	57-60
QUESTION NO. 1 HOW TO STOW YOUR BOOKS.....	57-58
QUESTION NO. 2 WHERE THE ELECTRIC LIGHT COMES FROM	59-60
ERIC, JR.—A DOUBLE ENDER.....	61
RIPALONG—A DAY CRUISER.....	62-64
YARD AND SHOP.....	66-68
OUTBOARD MoToR BOATING	
LEAPING PUTT PUTTS.....	175-178
1600 MILES BY OUTBOARD.....	182-183
MAKING THE OUTBOARD PAY DIVIDENDS.....	186
ON THE OUTBOARD WITNESS STAND.....	190
OUTBOARD NOTES	194-198

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RAY LONG
President

THOMAS J. WHITE
Vice-President

AUSTIN W. CLARK
Treasurer

ARTHUR S. MOORE
Secretary

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CALENDAR OF COMING EVENTS

- June 1, 2—Cruising Club of America—Spring Rendezvous—Lloyd's Harbor, Long Island—E. H. Tucker, Sec'y, 81 Fulton Street, New York City.
- June 1, 2—International Motor Boat races, Potsdam, Germany.
- June 8—Wakefield, Mass., N. E. O. M. B. A.—Frank Wigglesworth, 20 Brookline Ave., Boston, Mass.
- June 15—Margate, Longport, New Jersey—D. H. Adams, Longport, N. J.
- June 15—Capital to Capital cruiser race, Olympia, Wash., to Juneau, Alaska—B. F. Hume, Olympia, Wash.
- June 15—Boat Club Regatta, Detroit, Michigan—Ivan M. Kirlin, 1240 Free Press Building, Detroit, Michigan.
- June 15, 22—Cruising Club of America—Summer Cruise—New York to Cape Breton—E. H. Tucker, Sec'y, 81 Fulton Street, New York City.
- June 15—Mile Trials, Balboa, California—A. L. Bobrick, 111-117 Garey St., Los Angeles.
- June 15—Spring Regatta—Larchmont Yacht Club, N. Y.
- June 16—Olympia, Wash.—B. A. Anderson, Seattle, Wash.
- June 16—Lido Island, California—A. L. Bobrick, 111-117 Garey St., Los Angeles.
- June 16—Chicago Gold Cup Outboard Regatta, Grant Park, Chicago—Steve Trumbull, Boating Editor, Chicago Daily Journal, Chicago, Illinois.
- June 16—Passaic River Yacht Club—Hackensack River Station at Lincoln Highway.
- June 22—New London, Conn., to Gibson Island, Maryland—Dr. Walter Highson, 1411 Eutaw Pl., Baltimore, Md.
- June 22—Finger Lakes Marathon, Geneva N. Y.—G. W. Gray, Geneva, N. Y.
- June 22—Lake Shore Y. C. Cruise, Corinthian Y. C. to Huron Pt.—Ivan Kirlin, 1240 Free Press Building, Detroit, Michigan.
- June 23—Bear Mountain Handicap, Cruisers Colonial Yacht Club—H. C. Foster, Colonial Y. C., 237 Madison Ave., N. Y. C.
- June 24—Gloucester, Mass.—F. W. Wigglesworth, 20 Brookline Ave., Boston, Mass.
- June 27, 28, 29—International Motor Boat Races, London, England.
- June 28, 29—Philadelphia Outboard Regatta—Phila. Chamber of Commerce.
- June 29—Class Regatta, Wisconsin, Bridesburg, and Columbia Clubs.
- June 30—Newark Motor and Yacht Club, Passaic River at Grafton Avenue—Inboard, outboard and cruiser races.
- June 30—Around Manhattan, outboards, Colonial Y. C., New York, N. Y. O. M. B. A.—W. E. Willis, Secretary, 85 Chambers St., N. Y. C.
- July 4—Westerly, Rhode Island—Frank Wigglesworth, 20 Brookline Ave., Boston, Mass.
- July 4—Marathon at Balboa, California—A. L. Bobrick, 111-117 Garey St., Los Angeles.
- July 4—Scranton, Pennsylvania.
- July 4—Bremerton, Washington—B. A. Anderson, Seattle, Wash.
- July 4—Galveston Island Marathon, Texas—R. Lechenger, Houston, Tex.
- July 4—Forty Eighth Annual Regatta, Larchmont Y. C., N. Y.
- July 4—Peoria, Illinois, Outboard Regatta—A. T. Griffith, Peoria, Ill.
- July 4—Albany, New York—Comm. DuBois, Albany Y. C., Albany, N. Y.
- July 4—Lower Bank, New Jersey.
- July 5—Amherstburg, Michigan—Ivan Kirlin, 1240 Free Press Bldg., Detroit, Michigan.
- July 6—Monroe Y. C., Monroe, Mich.—Ivan Kirlin, 1240 Free Press Bldg., Detroit, Michigan.
- July 6—Cape May, New Jersey.
- July 7—Put-in-Bay I. L. Y. A. Regatta—Ivan Kirlin, 1240 Free Press Bldg., Detroit, Michigan.
- July 9—Chicago, Illinois—A. T. Griffith, Peoria, Ill.
- July 13—Speed Boat Regatta, Delaware River Yacht Club, Torresdale, Pa.
- July 13—Block Island Cruiser Race—E. F. Jenkins, Chairman, N. Y. Athletic Club, Travers Island.
- July 13—Boothbay Harbor, Maine—Frank Wigglesworth, 20 Brookline Ave., Boston, Mass.
- July 13—Chelsea, New Jersey.
- July 13—Schenectady Boat Club, Schenectady, N. Y.
- July 14—Around Staten Island Race—outboards—W. E. Willis, 85 Chambers St., N. Y. C.
- July 14—Cruiser Championship, Keystone Y. C., Tacony, Pa.—F. Von Nieda, 3309 River Ave., Camden, N. J.
- July 18—Second Annual Outboard Regatta, Sea Island Boat Club, Sea Island Beach, St. Simons Island, Georgia—Ray Coddington, Chairman of Race Committees, Sea Island Boat Club, St. Simons Island, Georgia.
- July 19, 20—Barnegat Bay Y. R. A.—International challenge races for sloops with Royal St. Lawrence Yacht Club of Montreal off Seaside Park.
- July 19, 20—Second Annual Regatta, Portland, Me.—P. James, 5 West St., Portland, Me.
- July 20—Class Regatta, Farragut, Camden and Forrest Hills clubs.
- July 20, 27—Larchmont Race week, Larchmont Y. C., N. Y.
- July 20—Northern Cruise, Bayview Race to Mackinaw—Ivan Kirlin, 1240 Free Press Building, Detroit, Michigan.
- July 20, 21—Annual Summer Meet, Sheepshead Bay Yacht Club—Sheepshead Bay, Brooklyn, N. Y.
- July 20—Brigantine Beach, New Jersey.
- July 20, 21—Northwest Championships, Green Lake, Wash.
- July 23—Augusta, Maine—Frank Wigglesworth, 20 Brookline Ave., Boston, Mass.
- July 26-28—Buffalo, New York—R. Keyes, 71 Karl St., Buffalo, N. Y.
- July 27—Handicap Cruiser Championship of America and Hunt Trophy, combined, N. Y. Athletic Club and Colonial Y. C.—E. Jenkins, Travers Island, New York.
- July 27—Class Regatta, Westville and Riverside clubs.
- July 27, 28—Springfield, Mass.—F. Wigglesworth, 20 Brookline Ave., Boston, Mass.
- August 2, 3—Newport, Rhode Island—Dr. H. P. Beck, Newport, R. I.
- August 3—City of Detroit Carnival—Ivan Kirlin, 1240 Free Press Bldg., Detroit, Michigan.
- August 3—Long Lake Boat Club, Long Lake, N. Y.
- August 3—Mays Landing, N. J.
- August 4—Offut Lake, Washington—B. A. Anderson, Seattle, Wash.
- August 5—Tupper Lake Speed Boat Club, New York.
- August 5—New Bedford, Mass.—F. Wigglesworth, 20 Brookline Ave., Boston, Mass.
- August 7—Cranberry Lake, N. Y.
- August 8—N. Y. Y. C. Cruise starts Morris Cove.
- August 9, 10—Camden, Maine—F. Wigglesworth, 20 Brookline Ave., Boston, Mass.
- August 9, 10—Saranac Lake, N. Y.
- August 10—Mt. Clemens Cruise—Richardson Race, Lake St. Clair—Ivan Kirlin, 1240 Free Press Bldg., Detroit, Michigan.
- August 10, 11—Bay Head, N. J., 151 Championships.
- August 11—Santa Barbara, California—A. L. Bobrick, 111-117 Garey St., Los Angeles.

(Continued on page 160)

JUNE, 1929

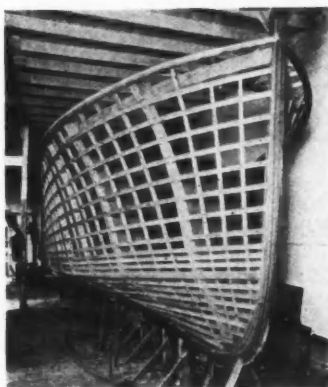
FAIRFORM FLYER



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JACKSONVILLE, FLORIDA

Mention MoToR Boating, 57th St. at Eighth Ave., New York

MOTOR BOATING ABROAD

THEY HAVE THEM TOO
FOR a time we were under the impression that a few American speed boat owners were the only ones who so flagrantly violated the ethics of boating by speeding through fleets of anchored yachts. We are now convinced that there is something about a fast runabout which makes its owner a veritable demon who has no regard for the comfort of other yachtsmen. The *Motor Boating World* in England comments on this phase of the sport and issues an appeal to owners of speed boats to navigate with every consideration for the comfort of others who may be afloat in their craft. A statement which they make holds equally true in America and that is "much potential and valuable support has already been lost to the speed boat movement through the thoughtlessness of some helmsmen."

NEW GERMAN ENGINES

Several new marine engines have recently appeared on the German markets among which are the Mercedes Benz and some two cylinder opposed engines by different builders. It seems that the low power opposed engine is very popular in Germany on account of its compact arrangement and economy of operation. The new machines develop from nine to twenty three horse power and would seem to be a very practical type of engine for many small boats. Among the larger engines it seems to be the universal practice to fit a water cooled oil cooler to the engine as an integral part of the unit. This practice is commendable as it is a known fact that lubricating oils will heat up after several hours of running and their lubricating ability is thus impaired. The addition of oil coolers in American practice has been confined to high powered and racing jobs and it would seem that the general adoption of such devices would help to improve the performance of most of our domestic machines.

A NEW TYPE RUNABOUT

The German publication *Die Yacht* recently disclosed some interesting illustrations of a new style runabout driven by a large outboard engine which was so attached as to drive through a well more or less amidships. This practice has been experimented with on this side and some boats were built here not many months ago which also employed this method of mounting the engine. In the boat described the

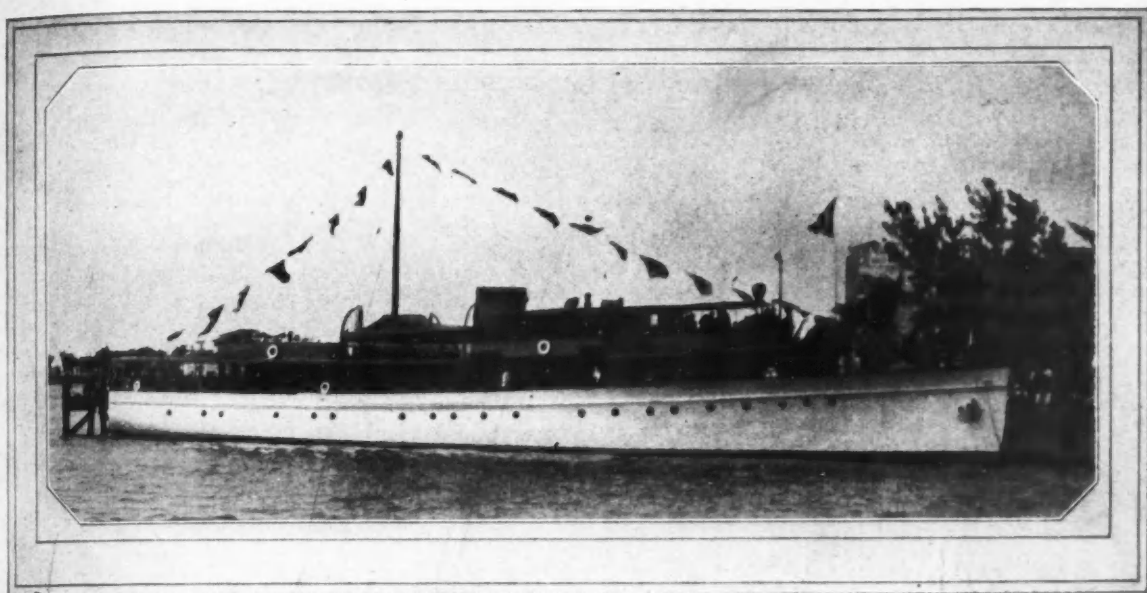
hull was arranged as a runabout and had a length of about 16 feet. It was able to carry three adults comfortably or possibly two adults and two children. The design was prepared particularly for the requirements on one of Germany's inland lakes which is subject to sudden and severe storms similar to our Great Lakes. Accordingly a seaworthy hull was essential and the boat built was a thoroughly able craft weighing about 450 pounds. As a power plant for this the owner installed a two cylinder Johnson outboard engine of 25 h. p. which proved most satisfactory in trials. Speeds of 31 m. p. h. were easily attained with an engine not thoroughly broken in and it was expected that this performance would be excelled by several additional miles per hour when the engine really got limbered up properly so as to be able to deliver its maximum revolutions. From all reports the boat was most satisfactory and planed at full speed on an even keel lifting out of the water quite uniformly. This particular boat was the first one of its type introduced on the lake and many similar boats are now under construction so that there will be some competition this summer. There are on the lake a number of distant picnic points separated by 25 to 50 miles distance, so that a fast speed boat is a decided advantage in getting about on this lake. Patents for this type of hull have apparently been secured abroad although it is our belief that patents covering this type of boat have been issued in America as experimental boats along these general lines were made near New York at least 18 months ago.

AN OUTBOARD DIESEL

It has finally come. For many years outboard engine users have been predicting in a sort of a joking way that an outboard diesel engine would soon appear. Europe has again shown the way and a Scandinavian engineer has constructed for himself a true diesel outboard engine. This is no doubt the first and only engine of its kind in existence and since the inventor built the machine as a pastime rather than a commercial venture it seems likely to retain this honor for a long time. Tests were made with this engine over distances of about 40 miles with reliable and satisfactory results. The engine is said to weigh about 500 pounds and therefore cannot be considered as a lightweight by any means although for an initial attempt it is probably a noteworthy innovation.

A DIESEL LIFEBOAT

Again the Germans have adopted diesel engines for some new motor lifeboats which are being constructed for the German Life Saving Service. It seems that the duties performed in the United States by the Coast Guard such as the rescue of shipwrecked sailors and similar services are performed abroad by a private society. They have undertaken to motorize all of their rowing surf boats and are using gasoline engines for the smaller ones which are being converted. A series of new and much heavier boats are being constructed for the more exposed and dangerous stations and these new boats show many innovations and novelties for this type of craft. These new boats are to be 38 feet in length and are constructed entirely of steel with the hulls subdivided into numerous water tight compartments which make them practically non-sinkable. The first five of these boats are being equipped with diesel engines of about fifty horse power and of the slow turning type, that is four hundred to four hundred and fifty revolutions per minute. The abundant power which these engines produce has been made use of in equipping the boats throughout with electric lights so that plenty of power is available to operate the search lights which are sometimes essential at night. A self-bailing cockpit has been equipped with seven very large scuppers of such a capacity that they can discharge the entire cockpit full of water in a matter of only forty seconds. Since these boats will frequently operate in heavy weather and also at times in the midst of ship wreckage, special provision has been made to protect the propeller from damage by striking drift. A tunnel arrangement has been built into the stern so that the propeller is protected as much as possible against accidental damage. The nature of the service required of these boats does not call for extensive accommodations and those provided have been limited to take care more of possible injured persons than anything else. Several berths, table, lockers and a stove are provided which might all prove necessary in emergencies. A novel feature is the provision of a net into which it is expected shipwrecked sailors will jump when this boat gets alongside of their wreck. This feature would seem to be of doubtful value as it will require very clever maneuvering in order to lay this boat alongside a wreck and hold it sufficiently steady to permit a man to jump into the relatively small net.



FOR SALE OR CHARTER

One of the Finest, Fastest, Most Complete Diesel Yachts Afloat

SHADOW K is one of the three fastest Diesel yachts in America, the kind of a boat in which one can undertake a cruise of a hundred or a thousand miles with several guests, at express speed and with all the comforts of a well appointed hotel. Designed by Purdy, constructed of steel by Consolidated and powered with two 500 H.P. Winton Diesel engines. The length is 150 feet, beam 25 feet, draft $7\frac{1}{2}$ feet.

Upper deck: Owner's room, full width of boat, 18 feet in length; unusually large bed, 7 feet wide; fully equipped bathroom; electric fireplace; safe for valuables, etc. Adjoining the owner's room is a smaller room for maid or one guest, with individual toilet, shower, large closet, and individual door connection to deck.

Below decks: Four large staterooms with unusually large double berths and large closets; each stateroom fitted with individual tiled shower and toilet. Also one small stateroom for maid with bath connection.

Forward: Very complete Galley extending full width of boat, fitted with Frigidaire throughout, all oil burning stoves. Galley is unusually well provided with splendid ventilation so that there are no odors at any time on the boat; very complete draft from one side of boat to the other through the doors, besides having ventilation through the stack.

Forward of Galley is the Dining Saloon; capacity 14 persons. Contains Victrola, upright piano, owner's desk and radio. Dining Saloon is unusually well equipped for Bridge.

Double fixed Bridge Tables are fitted on the aft deck, protected in any weather with glass windshields and roof. Independent toilet aft for guests, adjoining bridge room. Independent Isco refrigerator adjoining bridge room with ice for any type of iced drinks.

The upper deck has a Mechanical Horse, electrically operated, for morning and afternoon exercise. This mechanical horse gives practically the same effect as a horseback ride in the park. Aft part of the top deck is provided with wind curtains to make an ideal sun porch and has been much used for this purpose in southern waters.

A Swimming Net is carried which can be used any place at sea under satisfactory weather conditions.

Crew's Quarters forward; total crew 16. Wireless connection is in the captain's room. (Both the captain and his son, one of the engineers, are expert operators.) Shadow K is also equipped with "Metal Mike" or Sperry Gyroscope control which is very efficient and reliable. Auxiliary lighting and heating equipment, electricity.

Write or phone for sale and charter prices, direct or through your own broker.

CARL G. FISHER, Port Washington, Long Island, N. Y.

Telephones: Port Washington 948, 180 or 999

AMERICAN MOTOR BOAT RECORDS

Mile Trials

(Average of 6 One Mile Runs)

Miss America VII, owned by Gar Wood, at Miami Beach, Florida, March 23, 1929. Built by Gar Wood, Packard motors. Speed 93.123 m.p.h.

Gold Cup Class

625 cubic inch displacement boats
Fastest heat (3 miles) Hotsy Totsy, owned by Caleb Bragg, Greenwich, Conn., 1927. Time, 35:06.83; speed, 51.261.

Fastest lap (3 miles), Imp, owned by Richard F. Hoyt, Manhasset Bay, 1926. Time, 3:22; speed, 53.58.

Total race (90 miles), Greenwich Folly, owned by George H. Townsend, Greenwich, Conn., 1927. Time 1:51:34.21; speed, 48.39.

(Unlimited Hydroplane)

Fastest heat (30 miles), Miss America, owned by Gar Wood, Detroit, 1920. Time, 25:44; speed, 70.0.

Fastest lap (5 miles), Miss America, owned by Gar Wood, Detroit, 1920. Speed, 71.4.

Total race (90 miles), Miss America, owned by Gar Wood, Detroit, 1920. Time, 1:28:07; speed, 62.0.

Detroit Sweepstakes

Fastest lap (3 miles), Packard Chris Craft II, owned by Colonel J. G. Vincent, Detroit 1925. Speed, 58.95.

Total race (150 miles), Packard Chris Craft II, owned by Colonel J. G. Vincent, Detroit, 1925. Time, 2:41:47.10; speed, 55.65.

British International Trophy

Unlimited Hydroplanes

Fastest heat (38.1 miles), Miss America I, owned by Gar Wood, England, 1920. Speed, 61.5.

Fastest lap (5.75 miles), Miss America V, owned by Gar Wood, Detroit, 1926. Speed, 72.70.

24 Hours

Rainbow IV, owned by Harry G. Greening, Lake Rosseau, Canada, October 2-3, 1925. Total miles, 1218.88. Speed, 50.78.

1½ Liter Class (Trial Runs)

Newg, owned by Miss M. B. Carstairs, England, March 12, 1927. Speed, 39.45.

In Competition, Little Spitfire, owned by J. H. Rand, Jr., Detroit, September 3, 1927. Speed, 42.17.

151 Class—Unlimited

1-mile straightaway, Spitfire V, owned by J. H. Rand, Jr., Albany, N. Y., July 5, 1927. Speed, 62.82.

In competition, Spitfire V, owned by J. H. Rand, Jr., San Diego, Calif., December 12, 1927. Speed, 55.42.

One lap in competition, Miss California, owned by Loynes-Harris, San Diego, Calif., December 12, 1927. Speed, 59.68.

151 Class Limited

In competition, Miss California, owned by Dick Loynes, at Sarasota, Florida, March 8, 1929. Speed, 49.20 m.p.m.

Mile trials, Miss Rioco, owned by J. A. Talbot, Miami Beach, Florida, March 19, 1928. Speed, 50.60.

340 Class

Miss California, owned by Loynes-Harris, Houston, Texas, July 2, 1927. Speed, 50.99.

510 Class

Miss Houston IV, owned by Frank H. Robertson, Louisville, Ky., July 5, 1926. 10 miles—in competition. Speed, 51.28.

7½ miles, Miss Kemah, owned by Henry Falk, Houston, Texas, July 4, 1927. Speed, 53.41.

One Mile Trials—Miss Houston IV, owned by Frank H. Robertson, Louisville, Ky., July 5, 1926. Speed, 53.43.

725 Class

5 miles—Helen, owned by M. J. A. Mitchell, Louisville, Ky., July 5, 1926. Speed, 61.22.

Mile straightaway, Doc's II, owned by I. R. Van Sant, Peoria, Illinois, October 11, 1925, winning King of Belgians' Trophy. Speed, 61.77.

Single Engine Hydroplanes

1 mile, Miss Chicago, owned by Sheldon Clark, Detroit, Sept. 3, 1921. Speed, 72.86.

15 miles in competition, Fore, owned by W. D. Foreman, Cincinnati, Ohio, September 29, 1923. Speed, 64.75.

OUTBOARDS

Class A

2 Mile Amateur

BBBBRRR, owned by A. Sutherland, at Springfield, Mass., July 8, 1928. Built by Cute Craft Corp., Lockwood engine. Speed, 24.00.

2½ Mile Amateur

Lightnin' II, owned by Carl Bernard, at Madison, Wisconsin, August 5, 1928. Built by Gordon B. Hooton, Lockwood engine. Speed, 24.53 m.p.h.

4 Mile Amateur

Bumble Bee, owned by G. Pickard, at Wilmington, N. C., October 5, 1928. Built by Herbst Boat Co., Lockwood engine. Speed, 25.00 m.p.h.

2 Mile Free for All

Cute Craft, owned by A. T. Buffington, at Worcester, Mass., May 30, 1928. Built by Cute Craft Corp., Lockwood engine. Speed, 23.841.

Class B

Mile Trials—Amateur

Min, owned by Alice Hallowell, at Albany, N. Y., July 6, 1928. Built by Water Wracer Co., Lockwood engine. Speed, 29.709.

2 Mile Amateur

BBBBRRR, owned by A. Sutherland, at Springfield, Mass., July 8, 1928. Built by Cute Craft Corp., Lockwood engine. Speed, 30.638.

2½ Mile Amateur

Little Miss Catalina, owned by H. Bair, at Lake Elsinore, California, December 8, 1928. Lockwood engine. Speed, 31.37.

3 Mile Amateur

Powder River, owned by Dr. Rogers, at Oshkosh, Wisconsin, July 15, 1928. Built by Gordon B. Hooton, Lockwood engine. Speed, 29.59.

4 Mile Amateur

Bumble Bee, owned by E. Pickard, at Wilmington, N. C., October 5, 1928. Built by Herbst Boat Co., Lockwood engine. Speed, 33.33 m.p.h.

5 Mile Amateur

Cutie, owned by K. Jenkins, at Lake Elsinore, California, December 8, 1928. Built by Cute Craft, Caille engine. Speed, 33.58 m.p.h.

6 Mile Amateur

Powder River, owned by Dr. Rogers, at Oshkosh, Wisconsin, July 15, 1928. Built by Gordon B. Hooton, Lockwood engine. Speed, 29.268.

4 Mile Free for All

Bumble Bee, owned by E. Pickard, at Wilmington, N. C., October 5, 1928. Built by Herbst Boat Co., Lockwood engine. Speed, 33.57 m.p.h.

Mile Trials—Free for All

Wilkie's Baby Cute Craft, owned by J. E. Wilkinson, at Worcester, Mass., May 29, 1928. Built by Cute Craft Corp., Lockwood engine. Speed, 35.660.

2 Mile Free for All

Original Spencer Special, owned by R. M. Spencer, at Springfield, Mass., July 8, 1928. Built by R. M. Spencer, Lockwood engine. Speed, 30.901.

3 Mile Free for All

Wee Minneford, owned by E. Hauptner, at Greenwood Lake, N. Y., July 5, 1928. Built by owner, Lockwood engine. Speed, 28.42.

5 Mile Free for All

Cutie, owned by K. Jenkins, at Lake Elsinore, California, December 8, 1928. Built by Cute Craft, Caille engine. Speed, 33.03 m.p.h.

Class C

Mile Trials—Amateur

Firefly II, owned by Charles Holt, at Newport Beach, California, June 3, 1928. Built by F. Ashbridge, Evinrude engine. Speed, 38.436.

1 Mile Amateur

Firefly, owned by Charles Holt, at Long Beach, California, May 20, 1928. Built by F. Ashbridge, Evinrude engine. Speed, 33.333.

2 Mile Amateur

My Gawd, owned by Jim Daniels, at Tampa, Florida, November 29, 1928. Built by Gordon B. Hooton, Johnson engine. Speed, 35.12 m.p.h.

2½ Mile Amateur

Bonnie Lass, owned by J. F. Graham, at Lake Elsinore, California, June 10, 1928. Built by J. F. Graham, Evinrude engine. Speed, 34.749.

3 Mile Amateur

Chief Osh, owned by Dr. Rogers, at Oshkosh, Wisconsin, July 15, 1928. Built by Gordon B. Hooton, Johnson engine. Speed, 32.73.

4 Mile Amateur

Rubber Baby II, owned by E. Pickard, at Wilmington, N. C., October 5, 1928. Built by Herbst Boat Co., Johnson engine. Speed, 35.38 m.p.h.

5 Mile Amateur

Flying Scotchman, owned by D. Mackay, at Lake Elsinore, California, December 1, 1928. Built by Holt, Evinrude engine. Speed, 36.81 m.p.h.

6 Mile Amateur

Chief Osh, owned by Dr. Rogers, at Oshkosh, Wisconsin, July 15, 1928. Built by Gordon B. Hooton, Johnson engine. Speed, 32.23.

10 Mile Amateur

Flying Scotchman, owned by David Mackay, at Lake Elsinore, California, July 4, 1928. Built by B. Holt, Evinrude engine. Speed, 34.615.

(Continued on page 154)

JUNE, 1929

The Finest in Radio
for Residence or Yacht

Silver Ghost



Dealers catering to a high-class clientele will find the Silver Ghost a profitable addition to their line. Write today for our special proposition.

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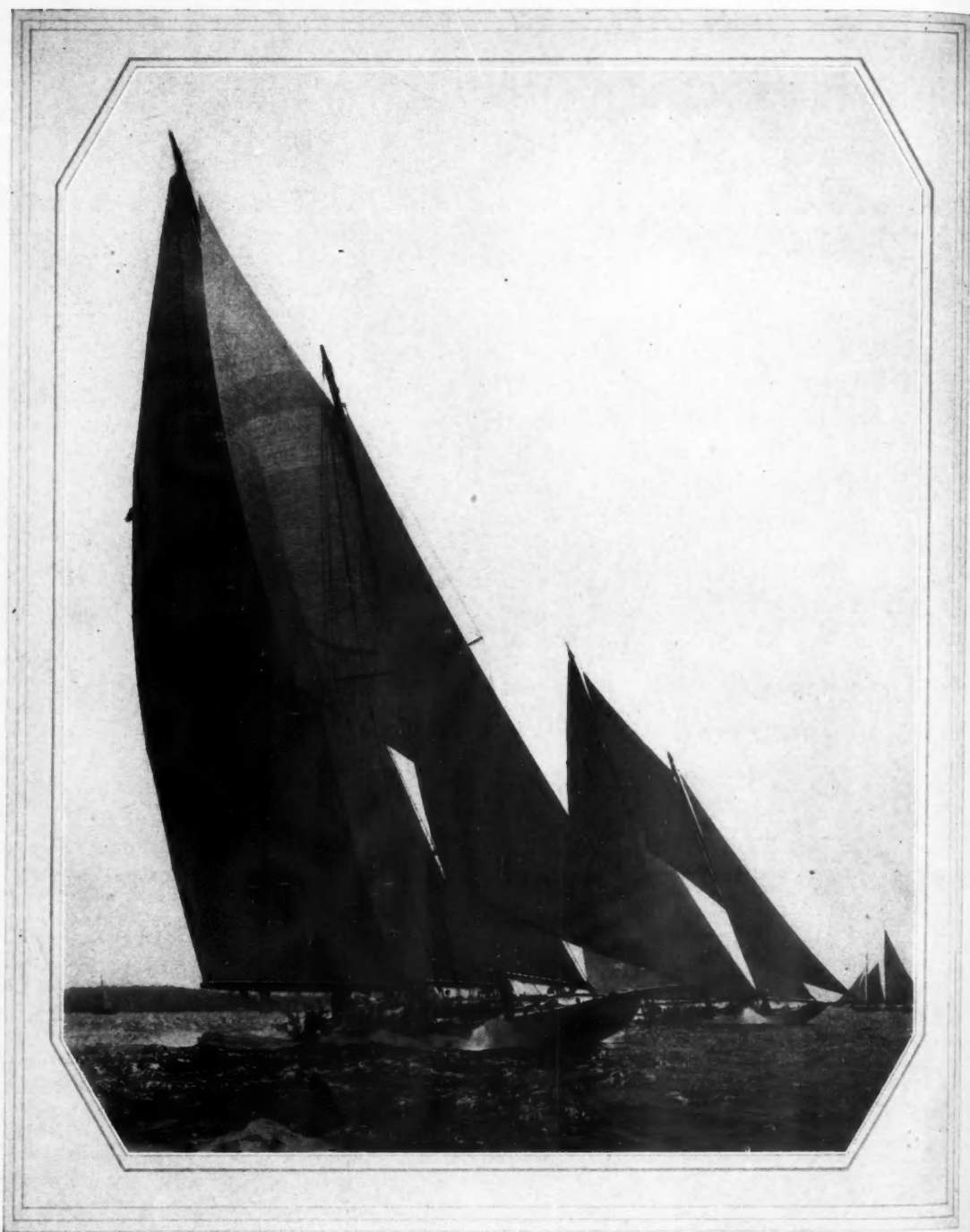
West Coast Representative:
B. J. HOWDERSHELL,
Detwiler Bldg., 412 W. Sixth St., Los Angeles, Calif.

FRANKLY, the Silver Ghost is not built for the multitudes, but rather for those who want a radio receiver that is far superior to the average in design, quality and craftsmanship. A radio, powerful enough to reach out from any point at sea or anywhere on land and bring to you instantly, with mellow clearness, the programs of your favorite station or those of DX studios.

The Silver Ghost is strictly a custom built, nine tube set employing the most advanced and proven radio principles, including 100% double shielding of each unit. Independent controls for hair-line tuning are provided for each frequency stage and the detector unit. These controls are coupled together by universal joints, which when tightened in resonance for any given wave length, the set becomes a single control unit. The Silver Ghost is made for both battery operation and A. C. current.

Naturally, a receiver of such fine quality as the Silver Ghost costs more, but likewise it will outlast by many years the usefulness of ordinary commercial built sets. Write today for complete descriptive literature.

Mention MoTOR BOATING, 57th St. at Eighth Ave., New York

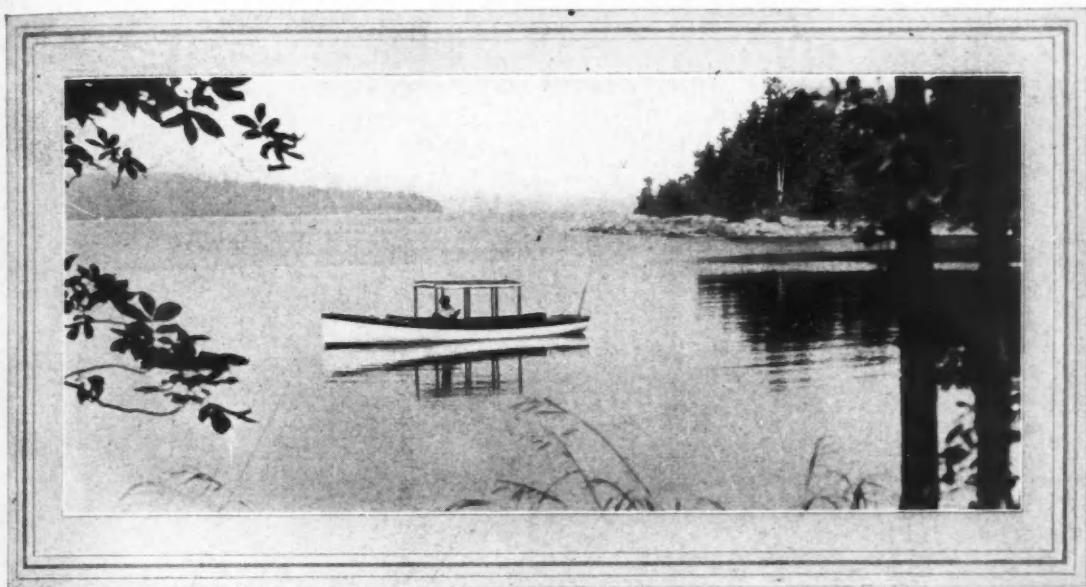


M. Rosenfeld

THE SPORT SUPREME

The America's cup defender Vanitie altered to schooner rig leading her rival Resolute in a spirited match during the racing in her class during the previous season in some of the Long Island Sound contests

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An ideal anchorage at Valcour Island, Lake Champlain

CRUISING ON INLAND WATERS

Two People and a Small Boat Make a Summer Round Trip Taking in Lake Ontario, the Rideau Lakes, the Ottawa, St. Lawrence and Richelieu Rivers, Lake Champlain and the New York State Barge Canals

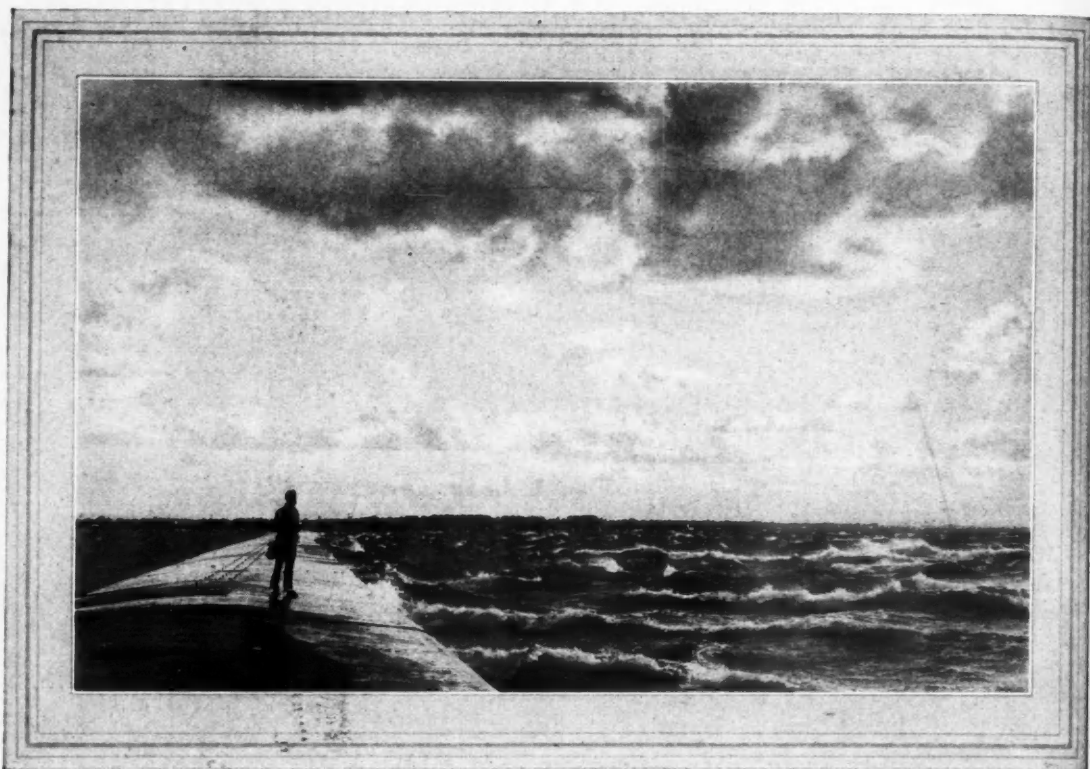
By ELIZABETH L. BURCKMYER

IF YOU have an irresistible desire to try your hand at cruising but feel that the ocean is too big for you, or if you have a boat and are pondering over possibilities for next summer, consider the inland waterways. There are canals connecting salt water with the Great Lakes and these in turn with the Mississippi, which in its turn connects with the Ohio, Missouri, etc. ad infinitum. Even though your boat is a very small one, a substantial bit of the world is at your feet. In our enthusiasm we projected plans for a trip involving all these waterways.

When two people previously ignorant of boats and boating, totally inexperienced, non-nautical and financially straightened, buy a boat, not a new boat but a tenth-hand-hundred-and-fifty-dollar-bargain, and immediately propose to take a thousand mile cruise, although the boat is not a cruiser but an open boat—they might as well expect to be considered mentally unbalanced. Our recognition of that fact was responsible for the name *Pons Asinorum*, which, translated

literally, means nothing more than Bridge of the Asses, or Fool's Bridge.

Accounts of cruises really ought to start with a few words about the boat. It is impossible to sum up our outfit by saying that we had some well known type of stock cruiser for we were not so fortunate. We had only a twenty one foot open motor boat with five foot beam and little freeboard. But it was decked over for a short distance at bow and stern and was surprisingly seaworthy. A bulky, converted engine amidships divided the limited space on board into two cockpits. The forward one was large enough to accommodate two folding chairs, or, when these were out of the way, presented enough floor area for sleeping. The smaller stern cockpit provided storage space. A narrow passageway on the port side of the engine box connected these two regions. A ten-gallon Ford tank, equipped with the necessary fittings, was installed under the stern deck for drinking water. A gasoline stove was secured which could be set up when



Oneida Lake prepared a boisterous welcome

needed on the stern deck. The top of the engine box served as a table. In the daytime the blankets were rolled forward under the bow deck. One covered box for groceries and another for clothing and camera supplies were given permanent positions astern of the engine box. The final touch to the outfit was the construction of a light, canvas covered frame top amidships to which rain curtains were attached which could be fastened down around the coaming when desired.

Things seem to require less space when arranged in an orderly manner, so the skipper saw to it that there was a place for everything and, with intentions worthy of a New Year's resolution, we agreed that everything was to be kept there. Flashlight, compass, barometer, clock and fire extinguisher were given permanent niches of their own. What to do with some one hundred and forty square feet of chart area was a confounding problem unless charts could be rigged as sails. As a last resort three mailing tubes were painted and lashed to the under side of the frame top, one to be used for the current chart, one for those which were still to be used and the third for those which had been used.

Early in July our slender little motor boat set forth from Ithaca down the length of Cayuga Lake, bound for ports unknown. As soon as the skyline of Ithaca faded from sight astern the feeling of adventure grew, for all the waters to be encountered were new to us.

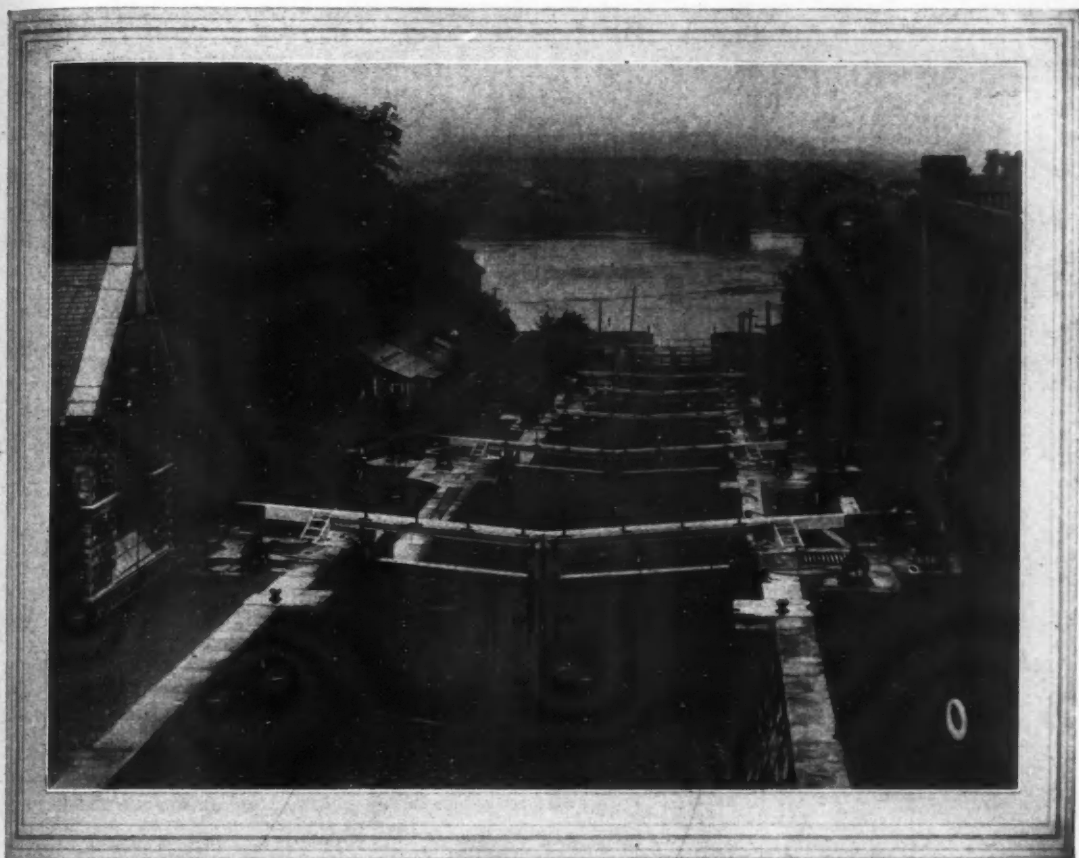
The announcement of our arrival at the first lock was a matter of slight embarrassment, the lock looked so immense. With due regard for motor boat regulations we had provided ourselves with a tin whistle which could produce a very audible noise. Nevertheless, modesty born of inexperience, (from which we were soon to recover) led us to hesitate about the

method of announcing our arrival. It seemed little short or sacrilegious bravado for a diminutive craft like ours to approach so impressive and mighty a structure shrilly squeaking a demand for entrance. The skipper accordingly combed his hair, brushed his teeth, read both copies of the pilot rules and clambered up the wall of the approach. In deferential tones he intimated a desire to have his tiny boat put through the lock. We were relieved when the lock master appeared to consider it a rational request.

Pons was led into the lock and we waited for the traditional seething and swirling of the waters to begin. It failed us. Tranquilly and calmly we sank downward between the slimy walls. Locking through was eliminated from the list of possible difficulties except for one small detail, the direct result of our ignorance in regard to the ways of lock men. Instead of recording our passage by the registration number so painstakingly inscribed in Arabic numerals three inches high upon either side of the bow, this lock master and the hundred and fourteen succeeding lock masters with whom we were to come in contact during the summer, regarded our registration number with obstinate indifference. One and all, they persisted in painfully attempting to record P-O-N-S-A-S-I-N-O-R-U-M, until the fitness of that title was thoroughly impressed upon its originators.

Canal travel does not enjoy the reputation for interest and pleasure that is the lot of lake travel, but the run down the canalized Seneca River from Cayuga to Oswego was much enjoyed by Pons and crew. A cruising speed of seven miles an hour did not keep us breathless with excitement but it provided time to enjoy the shining lines of wind-swept cat tails in the Montezuma marshes, acquire a flaming amount of

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At Ottawa eight locks in a series connect the Rideau River with the Ottawa River

sunburn on our noses and accept the challenges of numerous chattering kingfishers along the banks who thought they could race us.

Lake Ontario had looked impressive even on the map but the actual thing, when we arrived at Oswego, was rather overwhelming. Its fearful thundering may have been a roar of welcome but to us it was more suggestive of a gluttonous gnashing of teeth and licking of chops, the welcome of a hungry lion. It filled us with awe and wonder but not the slightest desire for closer familiarity.

As we descended the Oswego locks a card of welcome was handed us from the Oswego Yacht Club, a printed form which is given to all pleasure boats arriving at the port. We found that the club really meant its welcome. Throughout our stay which was much protracted by the storm, Commodore Culkin and the members of the club extended every courtesy and turned a delay which might otherwise have been unpleasant into an enjoyable intermission of the trip.

For five long days Pons pranced and danced, tugged, sailed and wallowed at the end of her anchor rope behind the shelter of the protecting breakwater. Her crew gazed dubiously at the expanse of heaving turmoil beyond where the strong, west wind, after sweeping across one hundred miles of open water, was shredding the waves into frothy streamers of white spray.

Pons, never a large craft, underwent a process of phenomenal shrinking. Each day, in comparison with that seething maelstrom, she grew smaller than the day before. Each day too, her fitness for the role of house-boat cruiser shrank. From personal economic

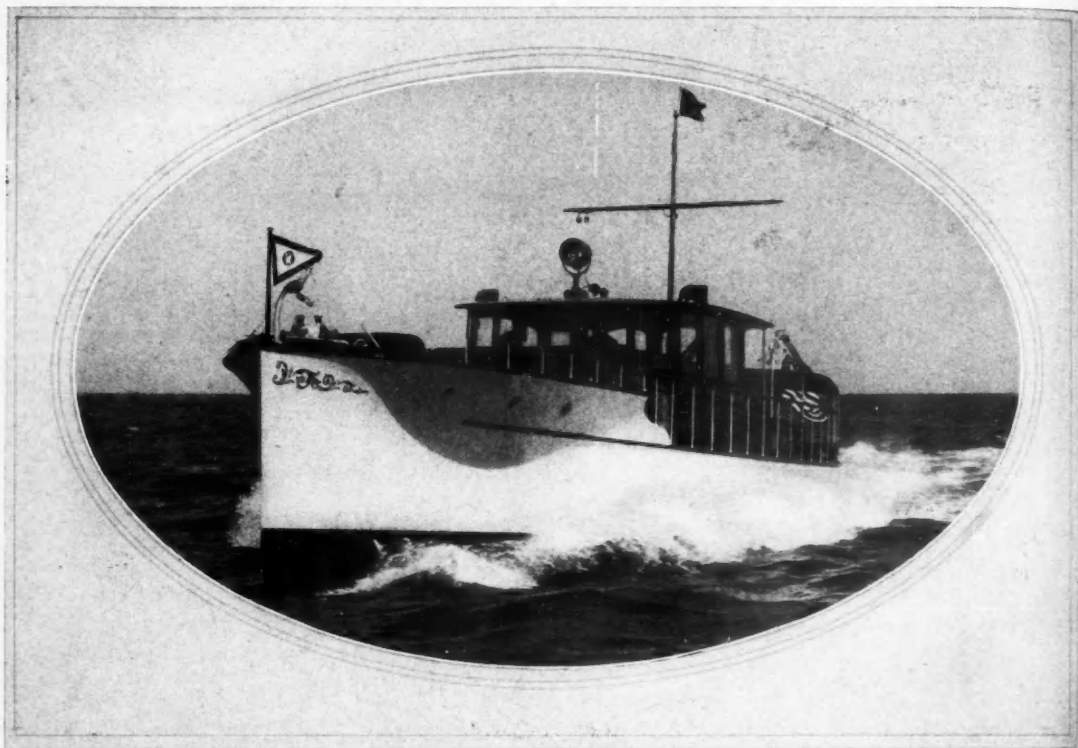
motives of our own we continued to sleep and get one meal each day on board our drunkenly lurching boat. The canvas rain curtains provided shelter and privacy until there came a heavy rain whereupon they too promptly shrank and shunned all contact with the fasteners on the coaming.

Due to the generous hospitality of the Yacht Club we felt free to leave our boat and explore the town at leisure. A ship chandlery on the harbor front proved irresistible. We gazed with fascination upon the things one could buy for a boat and felt that we had exercised admirable restraint when, in spite of visits on five successive days, we confined our purchases to three sizeable cork-filled fenders and a small ship's lantern.

Daily we discussed and just plain cussed the weather with anyone who would listen. We read the barometer hourly and haunted the weather bureau. Everyone agreed that there ought to be a lull between storm cycles and there certainly should have been, but the wind was stubbornly indifferent. With increasing ferocity it switched from west to east and back to west again with never a moment's hesitation.

Without dwelling upon our opinions in regard to such perversity of the elements, suffice it to say that after so long a time the wind did stop. The effect of quiet after such persistent and continuous boisterousness was startling and vaguely ominous. A thin haze took possession of the sky. The weather bureau suggested that almost anything might happen, that thunder storms could certainly be expected later, but the probability was that

(Cont'd. on page 80)



You'll Do II is a distinctive commuter with twenty-five miles speed

M. Rosenfeld

YOU'LL DO II

Departures from the Usual Mark Snappy Luders Commuter

Built for Walter E. Sachs of New York

THE general standardization of motor boats in sizes up to about 75 feet has resulted in a general sameness of appearance. Recent boats have all been very much like one another and it is a relief as well as an advancement in naval architecture to see a departure from this usual condition. A design which shows thought and attention to detail is that of the snappy 72 foot commuter which has been designed this year by the Luders Marine Construction Company.

The daring features of the design show a radical departure from the orthodox. A close study of the

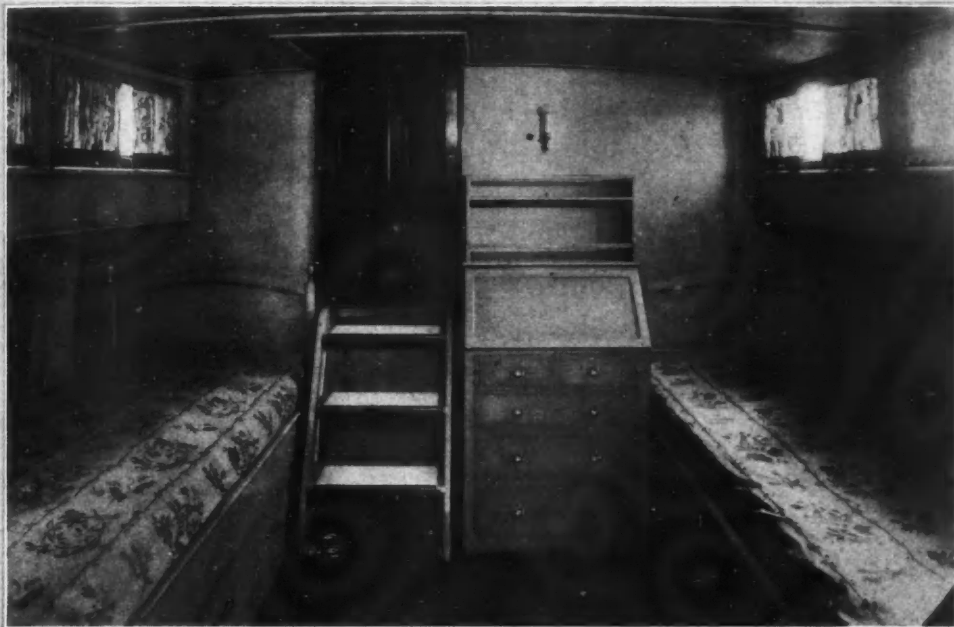


Her engine room houses two eight cylinder Sterling Dolphin engines

work of other designers. This new craft is unique not alone in appearance but also in her excellent speed of over twenty five miles with very moderate power. Two eight cylinder Sterling Dolphin engines are used

hull lines and roof lines will show that they have been made to harmonize, with the roof lines gracefully tapered towards the bow so that it seems to conceal the forward houses entirely. One hardly realizes that they are there and are structures with full headroom.

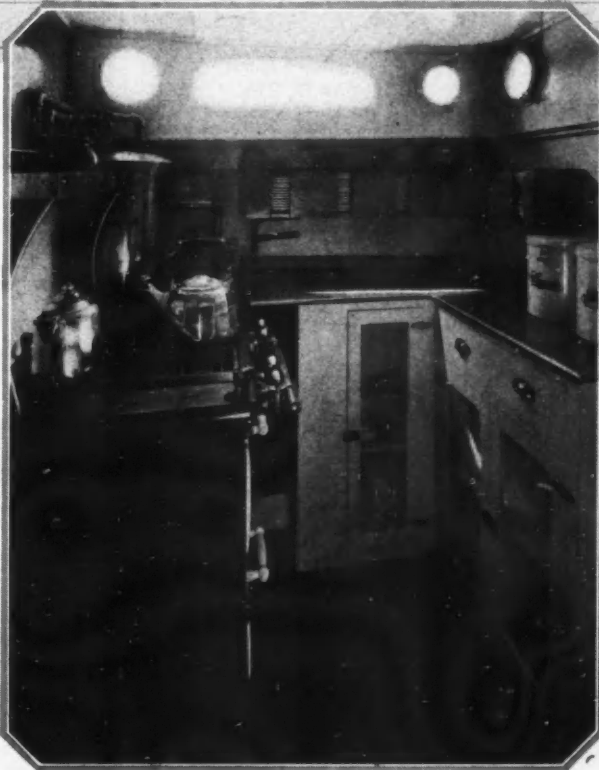
This trend of a stream lined silhouette has been pioneered by the Luders Company and the influence of their work is beginning to be shown in



The owner's stateroom is aft and is fitted with two miniature built in four poster beds

to drive her. Tests have been made in heavy weather and full engine speed can be maintained under any conditions likely to be encountered in Long Island Sound. While the Luders Company holds no special brief for the vee bottom boat, they have found by experience that this type drives easier and steadier at high speeds, so that a modified vee bottom has been used for this boat.

Following usual Luders practice a generous amount of space has been laid out below without attempting to crowd in sleeping accommodations for many. Unquestionably the feature of the boat is the large enclosed wheelhouse and bridge with generous size auto type windows which can be opened to make this space practically equivalent to an unobstructed deck. This room is used not only as a lounge but can also be used as a dining room. There is a dining room arranged as such,



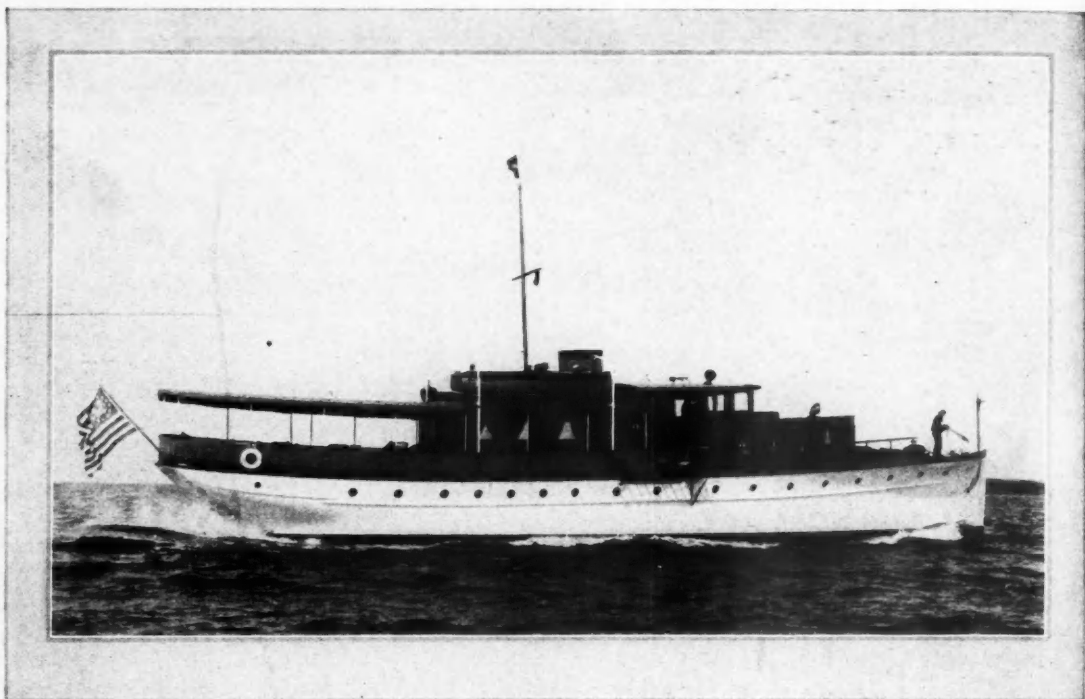
Forward are the crew's quarters and galley. Meals can be prepared and served while under way

nearer the galley in the low deck house forward which is a most attractive little room finished in Nile green with spring seats arranged around a large table. The backs of these seats swing up so that emergency berths for several persons can be arranged.

In the after part of the boat is a very large owner's stateroom fitted with two miniature four poster beds, large cedar lined closets, separate toilet, washroom and shower bath room as well as a bureau, mirror and bureau desk all installed as the furnishings of the room. Particular

attention has been given to the comfort of this part of the boat so that at the end of a warm, hot day the owner may step aboard and conveniently change from business clothes to flannels after indulging in the luxury of a hot or cold shower and arrive at his home after an hour and a half of comfortable sailing

(Cont'd on page 118)



Harbinger was built by the New York Yacht Launch and Engine Co. for R. H. McCurdy of New Bedford

THE HOUSEBOAT HARBINGER

*A Rugged and Able Cruising Vessel of Eighty-five Feet in Length
for R. H. McCurdy of New Bedford*

HARBINGER is one more example of the type that, you might almost say, has made the New York Yacht, Launch & Engine Co. famous.

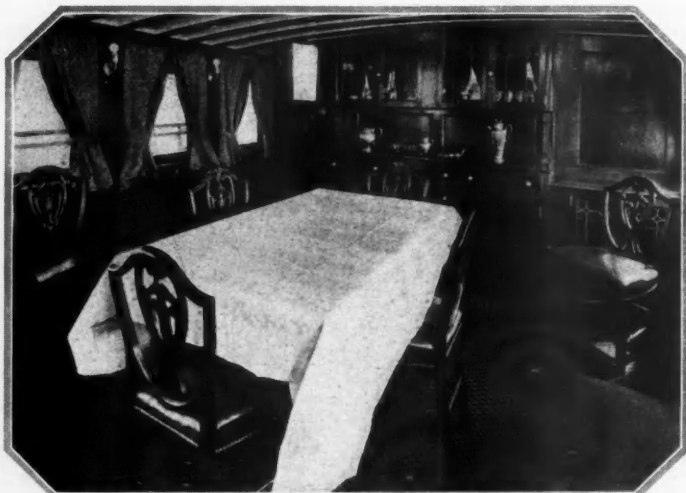
They have built so many sturdy yachts of the same general design as Harbinger that one naturally associates such craft with their name. Some of the better known vessels built along the same general lines as the one illustrated above are Onwego, Wilann II, Alta II, Domino III and Wahoo. All are powered with the same plants, namely two 6-cylinder 100 h. p. 20th Century motors.

One of the

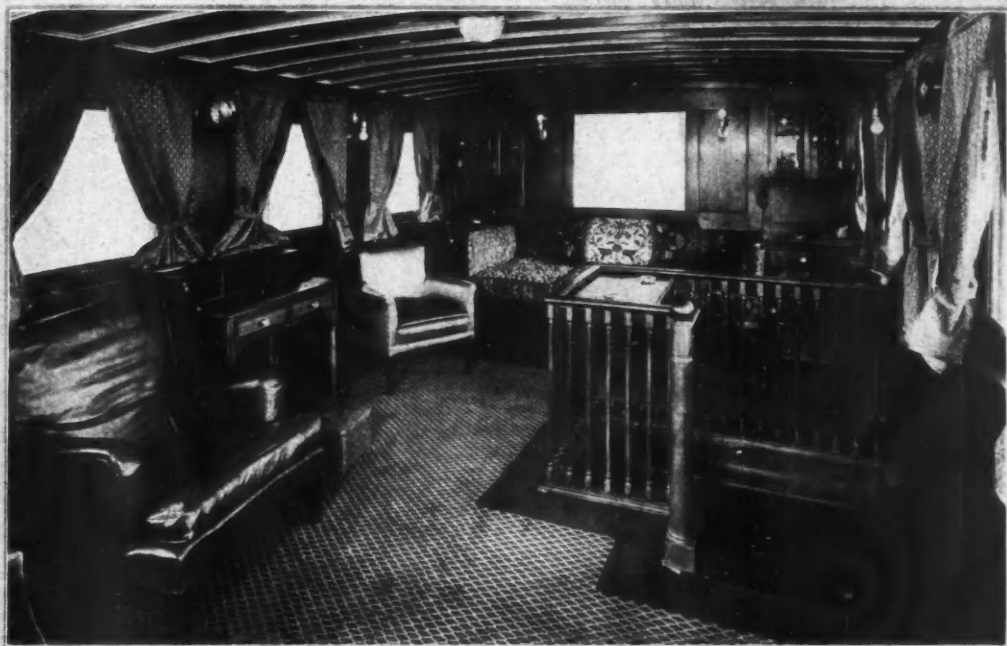
greatest contributing factors to the popularity of this type of yacht is the fact that in them one finds combined the fair lines of a fast cruiser and the luxurious

accommodations of the house boat. Thus the owner has all the advantages of a good-sized house boat with none of the disadvantages of slow speed and clumsy appearance such as quite a few of them exhibit.

Harbinger is true to form. Like her predecessors she has an abundance of deck room — especially aft; and her deck houses are more ample than the average. In fact the entire layout is in accordance with



The dining saloon in the forward deck house is finished largely in mahogany to be in keeping with the general trim of the vessel



M. Rosenfeld

The after apartment or lounge room is spacious and well lighted. The staircase or companionsway shown at the right leads to the owner's private quarters below

those principles which have been found to be conducive to the greatest comfort possible afloat. All the deck houses are mahogany and the decks themselves are teak planked. The natural result is a superstructure of very rich appearance.

The forward house is used as a dining saloon and is slightly depressed below the level of the forward deck. As one would expect, it is furnished and decorated in a manner which compares very favorably with the finest homes. Pantry and galley are close at hand to assure convenient service.

The after house of Harbinger is fitted up as a living or lounge room. In general appearance this after compartment is no different from many others to be found in fine yachts of moderate size except, perhaps, for the fact that it is uncommonly light and cheerful as the result of the oversized windows. It is directly connected with the

quarters below by a short stairway. A dome light well placed allows of soft diffused lighting at night.

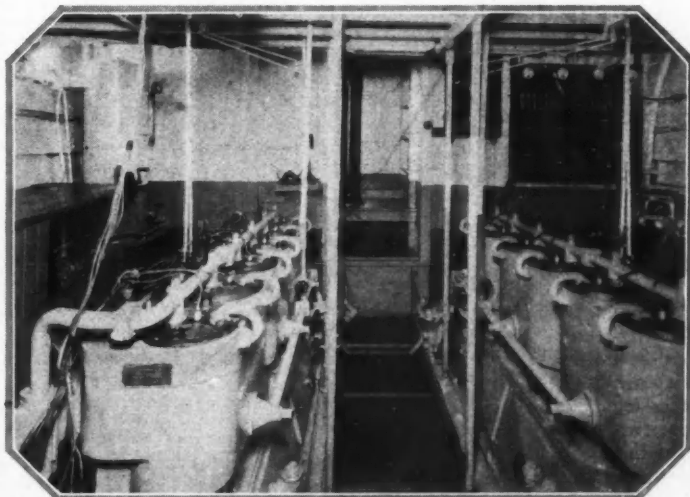
The owner's private quarters are below decks aft and consist of two double staterooms, two single staterooms and two baths. The four-post beds in the stateroom are built-in on either side.

A crew of five men is carried and they are bunked, according to custom, in comfortable quarters forward.

Harbinger has been powered with two 6-cyl. 100 h.p.

20th Century gasoline engines. These are 6½ by 8½ bore and stroke and develop their 100 h. p. at 600 r. p. m. The combined weight of this installation is approximately 9,000 pounds. The engineroom is located just forward of midships under the bridge deck.

Auxiliary equipment includes Westinghouse batteries and a 110 volt Universal lighting system. The AECO winch forward is electric as is the boat hoist aft.



The two six-cylinder 20th Century motors which propel Harbinger. Note that the engine space is comparatively small



The sun casts flickering shafts of light o'er the water of Princess Louise Inlet

PRINCESS LOUISE INLET A CRUISER'S UTOPIA

*The Far Western Coast of British Columbia Is Explored by a Merry
Crew with the Trim Little Cruiser Trimmer*

Part II

BUT back to the British Columbia coast. Happily, merrily they rolled along. They slipped into Moresby Channel and picked up Moresby Island off their starboard quarter, with Portland Island several miles off the port.

Trincomali Channel! Full speed ahead. A glorious, thrilling motorboat cruise. If a Poe or a Van Dine could spend a few weeks up there along the B. C. coast they could get atmosphere for a dozen stories. Real, red-blooded yarns that set the heart pounding. Vivid, graphic tales of intrepid booze runners, hard-boiled hijackers, foggy nights and bitter feuds. Thousands upon thousands of cases have been smuggled to the United States from Canada, the liquor traffickers using the labyrinth of San Juan Islands as a shield for their precarious livelihood. It's a great game of checkers those two factions play. Once in a while the gray boats of the Coast Guard are crowned kings, as the last contingent to the U. S. McNeil penitentiary near Tacoma, Washington, will testify.

But far be it from Trimmer's crew to worry over deeds of those who'd transgress from the strait and

narrow path of virtue. Their voyage was a fairy trip over the blue sea—nothing did they have to conceal—except—except—some ginger ale in the bilgedaire. That's a horse with a different color. Sh—There comes the Coast Guard!

Gaily it throbbed down Trincomali Channel, her gun looking rather ferocious on the sharp bow.

Her gold braid captain raised the meg to his lips and sang out:

"Where you from?"

"Seattle," Shain retorted.

"Where you bound?"

"Princess Louise Inlet and way ports!" was the answer.

Apparently satisfied, the Coast Guard skipper gave his engineer the bells and was rolling down the channel with a fast ebb tide.

Nanaimo! Ha! Ha! Ha-Ha! Deeds of those who went before would fill volumes. A grim block house gives mute evidence of the stirring days that used to be. If the casual observer inspects the dilapidated structure minutely, he will notice slots for straight



One of the many picturesque inlets on the way

shooting rifles. It's only a reminiscence of the days that were when fighting Indians resented the march of white man's westward explorations and discoveries. Nanaimo is a pretty place, no question about that. It's a sort of haven for yachts and ships plying the Washington-Alaska run. Whenever they are short of supplies or want to lay over a day or so they pick out Nanaimo on Vancouver Island as their refuge.

Trimmer's sailors obtained a fishing and hunting license indirectly from the Crown of England, and also a cruising permit. They were fortified! Within nine points of the law and according to Hoyle they could fish, hunt, cruise, drink, eat and be merry. What else in life can a mere man wish for.

Horace, the Grand old Latin writer of logic and philosophy once wrote an essay entitled, *Carpe Diem*. It means pluck the golden day and live for today. Don't worry about tomorrow is his belief for tomorrow may never come. The good time you've had today cannot be taken away from you. Shain and Company followed Horace's advice and plucked the golden days. Boy, they had sport; genuine, wholehearted sport that leaves nothing to be desired.

"Eight bells, 4 p. m. August 4, 1928! Barometer—29.72; Thermometer, 72 degrees. Wind N. E.; Sea, Calm. Gene at the wheel, Shain smoking and day dreaming, with Larry gazing through the glass at the distant panorama of shoreline." That's how a page of their log reads.

Night fell! Calm and tran-

quil night! Birds crooned lullabies to their young, the moon shone on high, and a deep red sun faded beyond the skyline of Vancouver Island. Colors faded from gold to lemon and then lavender. Fish jumped in the stream. Red, and white, and green running lights shone from Trimmer. Peace fell!

A red beacon flashed from yonder headland. A dimly lit compass dial guided their ship of State.

Dark now! Ka-chook! Ka-chook! A grim tug throbbed down the channel. Only her lights showed through the darkness. The ships passed in the narrow channel. Each captain spoke the other. Weird shadows and faint lights streamed across the water. The tug and its tow lumbered on.

Chain rattled! Their anchor splashed as it hit the water. Motors stopped thumping. The riding light shone from the mast. Peace ruled on Trimmer. Dinner was cooking in the galley! All hands happy—happy as anyone could be!

Dawn! Possibly you can't, and it's a cinch that I can't describe—that daybreak as they saw it. Let William Shakespeare, the old master, do it. Here's what he said in his *Romeo and Juliet*, fits the occasion as Shain and Company viewed that glorious morning:

Romeo speaking:

"It was the lark, the herald of the morn,
No nightingale; look, love,
what envious streaks
Do lace the severing clouds
in yonder East;
Night's candles are burnt out,
and jocund day
Stands tiptoe on the misty
mountain tops."



These salmon trout were worth the effort of catching them

Get the meaning? If you do you can picture the morning as Shain and his partners viewed it from the solid deck of Trimmer.

The day wore away! Up the hook, and they were off for the land of dreams and perpetual happiness—Princess Louise Inlet!

Transparent blue and gray skies bare of any cloud formations overhead. Gulls loomed like silhouettes between the ship and brilliant sea. Long cirrus clouds, pink tinted, appeared in the eastern heavens. Foaming on and on, past verdant, rolling islands and over the sky-blue water of the Straits of Georgia, Trimmer weaved on its way. Fish boats chugged by. Followers of the sea garbed in yellow slickers waved a cheery greeting. Dories nestled on the quarter decks of diminutive halibuters. They were loaded to the guards. Probably in from the banks, Seattle-bound with her catch from the Northland.

Five-finger Island abeam! It does actually represent five fingers of one's hand. Vancouver Bay ahead! Better than twelve miles per their faithful Winton churned them along towards the British Columbia fairyland—Princess Louise Inlet!

Princess Louise Inlet! The tide was right through the narrow channel and Trimmer entered that paradise. Man, listen; if you've never been there, before you pass along come west some day and visit that cruising Utopia. You'll never regret the time nor the expense. The trip is worth the price—worth any price.

As night stole on, they dropped anchors close to the waterfall and cooked dinner. Precipitous mountains rise sheer from the mirrored sea, while playful cataracts tumble down from dizzy heights into the blue sea below. Artists would find a delight in that haven; outdoorsmen wouldn't have to go any further; and any yachtsman would surely be in the land of heart's desire!

Away in the dinghy to shore. Water? Yes, water so fine and clear and tasty, it's hard to beat. The tang of the balsam forest, the roar of the falls, the happiness and serenity of God's paradise would overwhelm any person once he or she entered that fairyland of perpetual peace.

Jervis Inlet is adjacent to Princess Louise. It, too, is a paradise. Jervis Inlet was named after Admiral Sir John Jervis, an interesting character in the history of His Majesty's Navy.

For over a week the sailors three just played. Just like when they were kids they had a corking good time. Fishing, hiking around, fishing, boating, and eating. Boy, the trout they caught from those turbulent mountain streams; the scenery they saw! The genuine fun they had will live forever and ever in their minds!

Every day some sort of a craft would cruise serenely into that Utopia and drop anchor. Every day some stranger from the States would visit Princess Louise and marvel at God's handiwork! Mariners would remark about the perfect blending of trees,



A Mighty Race! The First Americans



Rocks ahead!

water, and cataracts. There's just something about that land that beckons one with a vibrating call that can't be denied. It warms a man's heart and makes him thankful that the Maker made such things as motorboats for those who'd sail the briny blue. Yeah, taht Heaven. But the sour must go with the sweet. he hewed out the Pacific Seaboard. Shain and his cronies will substantiate that argument.

With twilight they turned on the juice and picked up Station KJR Seattle, casting its sound vibrations through the ether. Way up there in the Canadian hills they received good reception and enjoyed the evening's program. A fraternal yachtsman or two came over in their dinghies from the crack cruiser, Polly Ann and withal they spent a very enjoyable evening.

There's just a lot of thrills to sit on deck, light the reliable pipe, cock your dogs on a thwart and see Mother Nature in her more glorious moods. Ever try to count the stars when you swung on the rusty gate with Farmer Ebenezer's daughter? No? Ever try to count 'em from the deck of a real cruiser? Yes? There's a kick in both of 'em! One by one the tiny balls of atoms and molecules gleam their shiny lights from high in the celestial kingdom.

Ah, that quarter moon! Bright and clear; the sun must have been casting strong reflections upon the smiling moon. Low in the west the Western Star shone brightly, a warning to mariners and a sight for the astronomical eye. High to the North, the Big Dipper was easy to spot, with the Little Dipper not many leagues in the offing. Those constellations, they're great. Just to park nonchalantly on a deck chair and dream of this great old world and be thankful—thankful that there are cruisers to take you on the rainbow trail.

Dust? Man, that was left behind when Shain and Company cast away from the city. No dust, no smoke, no grime, no honking traffic signals or berated drivers. Gone are the parking tags, gone are the congested streets and din of traffic. Before you, on the cruising trail, lies tranquillity and eternal bliss. What more in life, I ask you, can a mere man wish for? Work is one thing, but the proper rest and recreation is another. An equal distribution of each is a great thing. Shain knows. He's a working fool when he works, but every year he has his vacation—a good, long vacation that takes him away from business. Then he comes back feeling like a million dollars and rarin' to

go. He explains his ability to work hard by the fact that every year he's taken the cruising cure out 'neath the stars, along the rugged but picturesque British Columbia seafaring Utopia.

With a sad, sad feeling they regretfully raised the hooks one morning and chugged south with the birds. It was a hard, da—ed hard to cruise away from that

Heaven. But the sour must go with the sweet. Wheels of business must continue to hum. Chance waits for no man.

They hadn't cruised many miles down the Straits of Georgia until they came upon the troller Sweet-home of Edmonds. She was apparently in distress.

"Where you bound?" A man stuck his head out of the pilot house window, and looked askance at Captain Shain.

"Seattle. But where do you want to go?" Shain inquired.

"To Nanaimo

for repairs," the grizzled troller replied.

In a jiffy lines were lashed and the two ships made fast, side by side.

A short, red faced man of about fifty-five hopped over the guards and accosted Trimmer's trio.

"Bill Requa's my handle," he started, "what's your handle?" he quizzed grasping Shain's extended hand.

Greetings were exchanged.

"I busted an ignitor flick on my dog-gasted Standard and am 'eadin to Nanaimo fer repairing," Requa continued, taking off his little back derby hat and wiping the sweat from the band. "Reckon I've got about two hundred dollars worth of salmon on board and was figgerin' on gettin' 'em inter Vancouver tonight, but I calculate now I'll be held up at Nanaimo."

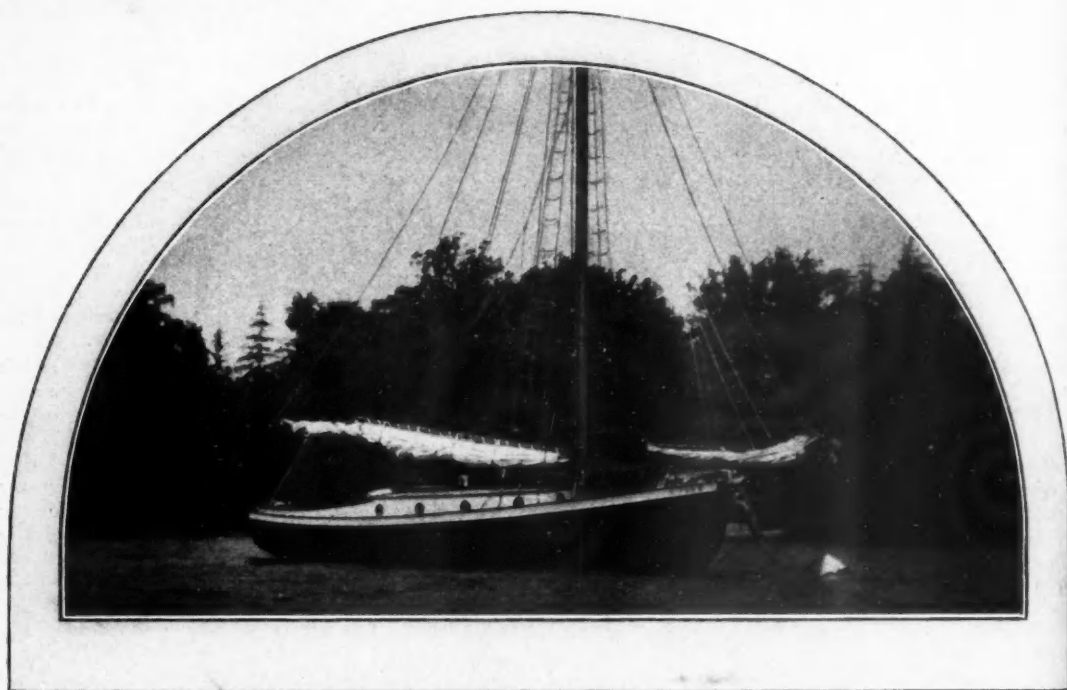
"This fishin' business is the bunk at times," Bill went on. "I've owned more boats in the span of my lifetime than you will in ten lifetimes. I used to sail these inlets when we had only old fashioned, two cycle engines, and when they broke down we just tinkered around until we fixed 'em, fer very seldom would any sea-goin' hitch-hiker come along and give a feller a tow. You know I've knocked along this coast for over thirty years or more, and seen the evolution of boats and engines. Science is shoving the game ahead so fast that if I don't get to Seattle or Vancouver every new moon I can't keep up with the new motors and boats."

Although its speed was materially reduced, Trimmer trimmed right along and they eventually dropped right alongside of a waterfront machine shop.

Why they stopped in Na- (Continued on page 114)



Launching San Wan at Orcas Island



The comfortable 34-foot sloop Westerley

THE JOY OF SHORT CRUISES

A Slightly Domestic Story

By CATHERINE D. BOWEN

"HOW about a little cruise?" said the voice at the other end of the wire.

There was a song going round, not long ago, "My Heart Stood Still." Hearts really do that—mine did, when I heard the word cruise. Into the receiver I made an indistinguishable sound, something like "Oooh."

"What's that?" went on the voice; "I said, how about a little cruise? Just one night and a couple of days aboard the sloop Westerly. Up the River—Oh yes, I know you and the Captain scorn the river and short cruises; too tame for ancient mariners like yourselves. I remember your remarks about Delaware cruisers; but that's because"—the voice grew warmer—"because you don't know the Delaware. It's fine in early June. . . ."

"Oh, give me a chance!" I cut in. "Don't you realize I haven't spent a night aboard a boat for five years?"

So I wired my unlucky Captain, at that moment some five hundred miles farther inland than I, parked the babies with a good-natured in-law (it was babies that had land locked the captain and me for five dry years)—borrowed some old clothes—I was paying a stylish visit—and said to my niece, "Cecilia, want to go on a little cruise?" Cecilia is eleven, a thorough-going sport, who, owing to a fisherman father, has caught more big fish than most people four times her age. With a joyful yodel she bounded upstairs for her

sweater, and the first thing we knew we were on our way to Andalusia.

Our host greeted us on the train, a tall blonde cousin, browned by persistent short cruises stolen from business hours. Immediately he plunged into boat talk.—Yes, he and Frances went down to Cape May at Easter—to look over the Gloucester fishing fleet on its annual trip down the coast. Fine bunch of boats and finer bunch of sailors. Frances was our hostess, and she had been all morning trying to get the new steel barrel under the float. Horrible job, explained Captain Sam. Called him up at the office, said she was stumped, so he caught the early train out. At the station Frances met us, even more tanned than her husband; slightly disheveled, with Delaware mud, proof of honest labor, splashed on her dress from shoulder to hem. We piled into the car and were soon at the dock. There lay Westerly at anchor, a graceful sloop, trim and tidy in her black dress, and there was the raft with Pete the colored man standing on it in black vest and shirtsleeves, sockless, trousers rolled up, red-banded straw hat on the back of his head, waving triumphant arms to show us he had conquered the steel barrel.

While Captain Sam was in the boathouse searching for one of the things that always have to be searched for at such moments—extra spark plugs, a bit of line, pliers or what not—Frances rowed us out in a capable, deep waisted dory. A beautiful craft, I thought as we



Captain Sam with the author and the irrepressible Cecilia

approached Westerly, a well-tended beauty that can stand a close-up. Frances, resting on her oars, squinted critical eyes at her craft. "Trim," she said, "of course she looks trim. We work like Turks on her all winter—painting, caulking, everything. Nobody else ever touches her." A spoon bow sloop of the Gloucester type, 34 feet over all, 29 on the water line, a good twelve foot beam, and four feet deep. She boasts every contrivance of convenience the mind of an experienced cruiser can command—and Captain Sam has that kind of mind. After depositing Cecilia and me on board, with the injunction to stow the dunnage in the cabin, Frances rowed back for the Captain.

Cecilia and I looked at the baskets piled high with provisions—asparagus and strawberries from the garden, cream from the family cows, layer cake, beefsteak, mushrooms. . . . "Boy Oh Boy!" cried Cecilia, with a look of rapture. We peeped into the neat canvas bags and saw thick woolly blankets, monogrammed towels, napkins, table silver—sheets.

"Sheets!" whispered Cecilia, awestruck, "Why, Aunt Kitty, this isn't the way we cruise on Albacore!"

"It isn't the way your uncle and I cruised on C. D. B., either, old girl," said I. "Let's count our blessings one by one, and wipe our feet before we go below. Something tells me this is that kind of boat. And Cecilia, while we're aboard Westerly, just keep that pretty mouth closed about the way you and your father

cruise on Albacore. Cousin Sam wouldn't understand that kind of cruise at all."

I looked about the spotless deck, at the perfectly tailored sail covers, the French coiled ropes, the shining brass and mahogany. Already I was feeling a bit uncertain. As I approached the cabin door, I saw that it was hooked in a way unknown to me—

"Well, hurry up!" said Cecilia at my back. "I can't hold this basket all day."

With a queer feeling in my chest I lifted the hook, *Wham, bang, screech!* A hideous klaxon sounded and continued to scream—the loudest klaxon that ever woke the sleepy Delaware.

"What is it, Aunt Kit,—Oh, where is it?" gasped

Cecilia dropping the cream, the asparagus, the strawberries—the eggs. "Look ashore! Cousin Sam is waving at us!"

I did not look ashore. I looked in the cabin, where the burglar alarm I had set off was functioning perfectly, the way all Captain Sam's machinery functioned. Water was pouring on the floor from a pitcher which tilted farther as the klaxon screeched louder. With a leap I seized the pitcher. The hideous clamor ceased, and as I hid my head in the galley cupboard I heard Sam's laughter echo from the shore.

"Ouch!" said Cecilia. "Well, that's over, anyway." "Over!" I repeated. "It certainly is over, if you mean all over everything. Look



Captain Sam displays his trick tiller

at that jam, and a whole pint of cream, and three smashed eggs—

The captain was nice about it. He didn't mind; in fact, he seemed rather pleased. "That's the first time the alarm ever went off," he said, "and its been set for nine years."

Sails hoisted, snowy white; up anchor, a lever pushed, a smooth purr from the willing engine, soon silenced when we caught the breeze. Down the river we slid: past Pleasant Beach, past Riverton, a glimpse of the harbor of Philadelphia—reminiscences on my part of ferry-boats that had charged at my Captain and me in our tiny yawl with all the viciousness of broad jawed bull dogs—then about we swung with clashing canvases. And oh, wasn't it good to feel the wind in my face!

"Take the tiller, Kitty," said Sam. Ah, Sam, for those words I shall love you always. How did you guess what I wanted? How could you know my fingers were itching to close round that smooth handle, that I longed to brace my feet against the pull of it (the Delaware can raise a stiff breeze). And when I take hold of her, the tiller moves as easily as a baby's arm—just a touch and she flies into the wind.

"I thought so," grins Sam. "Kind of fools you, doesn't she? Well, that's my patent tiller, my own idea." . . . And then something about a swivel (or was it a swivel?) and a long masculine explanation to which I listen, trying to replace the blank look on my face with an expression of earnest feminine appreciation.

Up the river, making short tacks as the fairway narrows, past old Revolutionary homesteads on the left—velvet lawns, giant oaks, the white columns of the Biddle mansion as we swing about. We pass Neshaminy, heaven for duck hunters. "Mmmm," says Cecilia, with the candor of the young, "I'm hungry, I'm starving!" . . . We have tea on deck, with crackers and honey. "Frances," says Captain Sam, "just get a cloth and wipe up that honey to the northeast of Cecilia." Cecilia, in alarm moves over. She looks at Sam, she looks at me. "Gee!" she begins, "on Albacore we never—"

"Cecilia!" I remind her sharply, and that crisis is passed.

Edgewater Park, Burlington, and the question arises, Shall we lay up for the night on this side of the Island, or on that side? "On this side," chorus three hungry females, and by dint of superb organization the sails are furled in record time, the ropes

coiled, the covers on. ("How beautifully your sail cover fits the boom end, Sam," say I. "Yes," replies Sam, patting it, "my own private invention.")

It is a lovely spot to spend the night. We sigh fulsomely and sitting down, look about us with an expression of contented cattle. On shore the silence is pierced by a whistle, a long drawn, rising whistle, and beyond the trees heavy wheels rattle by.

"Ugh!" grunts Cecilia, with her mouth full of banana. "Do I have to listen to that trolley all night?"

"Cecilia!" I almost snarl—"if you go on eating bananas at this rate, there's no telling what—"

"Oh leave the kid alone!" says Captain Sam, "She's herself, that's all."

With Frances I retreat to the galley, offering to prepare the asparagus. "Got an extra paring knife?" Frances opens a drawer—and on Westerly, the drawers open. They don't jerk and chatter or refuse to budge and then fall out backward with a rush. Behold half a dozen glittering blades. I look about me: Such a galley! Understand me, a cruiser-ladies, to whom this panegyric is in part addressed, this is not a fancy boat, a millionaire's boat. I have been aboard that kind of boat and it has not impressed me. No, Westerly is a self-made boat, a boat built by years of thought and tender care. Every trick in her has a meaning, a real use. A shipmate-stove—"Oh, Fran," I exclaim, "not club aluminum? Its the first I've ever handled." "Well," Frances explains, "We often take the children on short cruises with us, and I want them to have all the vegetable juices."

There is a stamping overhead. "Fran!" shouts the Captain, "thunderstorm coming; help me get the lightning rods on her."

Up the companion way I scramble in the wake of Frances. The stern locker disgorges two long, thick wire ropes with mysterious copper attachments. The wires are fastened to the stays and allowed to trail in the water. While this is being arranged, Cecilia creeps over to me and holds my hand. For once, she is silenced. I see her lips move. "Lightning rods!" she whispers. "Real lightning rods. Oh, Aunt Kitty, what if Daddy could see them!"

"They have them in the Navy," says Sam, proudly. I glance at the sky, and my too sympathetic nature prays for a flash. It begins to look as if Sam's thunder would be stolen before the rods had a chance to show their stuff. But no, the lightning comes, and a good loud crash, and rain. (Continued on page 120)



The Captain was always doing something with a pocket knife



Charles Francis Adams, Yachtsman and Secretary of the Navy

M. Rosenfeld

OUR SECRETARY OF THE NAVY CHARLES FRANCIS ADAMS

*A Real Yachtsman, Who Knows Boats and
How to Win Races*

By WILLIAM U. SWAN

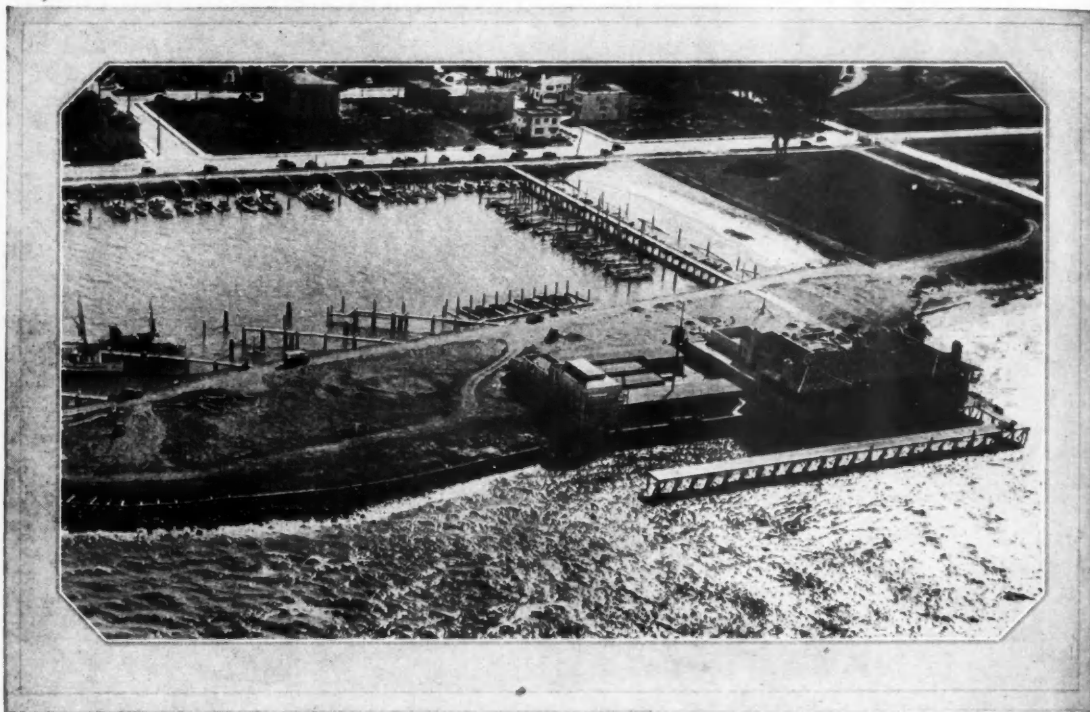
OF all the cabinet selections that of Charles Francis Adams of Boston as secretary of the navy, because of his yachting prominence, seemed the most idealistic in the popular estimation. Yet it is probable that the ability of the Massachusetts skipper to get more out of a sailing craft than any amateur or professional in the country if not in the world, weighed the least in the presidential mind. It was more likely the broad vision, the quiet consideration and the quick grasp of a given problem that influenced Mr. Hoover down in Florida only a few weeks before the inauguration, to offer and even urge the director in a hundred corporations, and the trustee of scores of estates, to give up business for patriotic endeavor.

We have therefore the descendant of two presidents, another secretary of the navy and a minister to England, undergoing a training in a department of marine activity not unlike his uncle's experience in the diplomatic service, and graphically described in one of the

greatest autobiographies of recent years,—the Education of Henry Adams.

In the short ten miles across from Marblehead to his summer home in Cohasset, he has frequently been caught out in a fog with no wind and has wallowed about all night in his 20 or 25 rater, although a small motor boat would have towed him across in an hour. He would not even tuck a little outboard into the cabin which buttoned to the tender could easily have made the distance in time for dinner. It is not surprising therefore that one of his friends on learning of the appointment should have shaken his head ruefully as he remarked: "I never expected to see the Deacon (as he is known to his intimates) take up motor boating." To which he added: "But I'll bet that those rocking chair admirals in Washington will find an expert in marine engines at the head of the navy within a year."

It is seldom that Charles Adams makes a speech, but on such rare occasions what is said is worth remembering. Some years ago with (Continued on page 124)



An air view of the St. Francis Yacht Club showing the wonderful protection for the fleet and attractive location of the buildings

THE ST. FRANCIS YACHT CLUB

An Unique Institution Among San Francisco's Clubs Is Admirably

Situated to Overlook the Golden Gate

ABOUT six months ago, there was opened to the yachting fraternity of San Francisco the new St. Francis Yacht Club, admirably situated on San Francisco Bay.

The ideals which prompted the formation of this Club and the aspirations of the men who foresaw the wonderful possibility of San Francisco Bay have been well rewarded.

The Club is unique in many respects. First, in its accessibility from the heart of the city, it being but ten minutes from the downtown section. The business man is enabled to leave his office, drive along the wonderful Marina, partake of the luncheon for which the Club is noted and return to his office in less than an hour. Needless to say this feature is being well taken advantage of.

Its spacious dining rooms, running across the front of the Club House for a distance of a hundred and twenty five feet, overlook the Golden Gate and marvelous Marin County. Ships passing to and fro from every corner of the globe may be seen at all times.

This Club has a Roster of four hundred and boasts the largest tonnage on the Pacific Coast.

Membership entitles the feminine members of the family to all the privileges of the Club, with the exception of voting. No longer need the wives of our yachtsmen wave a fond adieu from the shore, for should they not care for the water, the comforts and

homey environment of the Club are at their disposal.

Not only have the founders of this Club thought of the welfare of the wives of its members but with a far sightedness toward the future, have incorporated in its By-Laws a Junior Membership, thereby endeavoring to stimulate an enthusiasm for yachting among the younger members of the family.

Arthur Curtiss James, Ex-Commodore of the New York Yacht Club during his recent visit to the Pacific Coast stated that this Club House is one of the finest he has ever seen and unparalleled in the panoramic beauty of its perspective.

On entering the Golden Gate the visitor is immediately impressed by the architecture of the building. It is typically Spanish in design with its heavy wooden beams, low tile roof and balcony running around the front and sides of the Club House gives that warmth of welcome for which San Francisco is so well known.

Willis Polk & Company, the architects, saw that every detail was carried out to conform to the early California days. The interior furnishings are of early Spain. Hand-woven rugs were imported from Spain and the furniture very carefully selected. The Lounge with its high ceiling and massive lighting fixtures cause one to wonder if it is really San Francisco. Overlooking the Bay, the Men's Grill, with its ship's flooring, heavy oak tables and hand carved furniture, large open fireplace with burning logs gives



The spacious gallery on the main deck affords a marvelous outlook over the bay



The north lounge, also on the main deck, with its cheery fireplace

the atmosphere of reminiscence so dear to the heart of those who love the sea. The Men's Locker Rooms are exceptionally large. On the main floor are the lockers and showers, on the second, steam rooms, hot rooms, cooling rooms and sun rooms. Spacious gear lockers are provided where one can stow away his gear should he so desire; however, San Francisco is blessed with a wonderful climate, it being open season all the year round for the yachtsman.

Another unique feature in conjunction with the Club are the Handball Courts and Squash Courts with a spectator's gallery for those desiring to watch the contestants play.

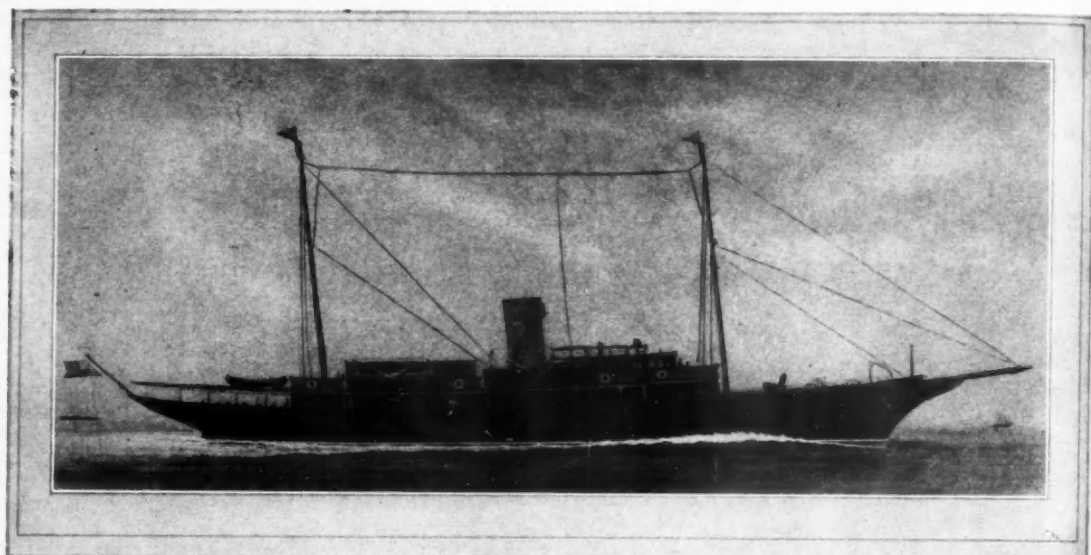
Locker rooms, dressing rooms, wash rooms and showers have been provided for the fair sex; also a provincial room exclusively for their use.

Excellent facilities have been arranged to care for

the boats in the well sheltered basin behind the clubhouse. This basin, while very large, could accommodate only a very small part of the four hundred boats in the club fleet if they were moored or anchored in the customary way. Instead a much more satisfactory and agreeable method has been adopted of providing countless boat slips on all three sides of the basin. Boats can be well secured to the piles and runways so that the access to the boats is free and does away entirely with the use of dinghies and small boats.

Its officers consist of the following:

Commodore and Chairman of the Board, Hiram W. Johnson, Jr; Vice Commodore, Hart L. Weaver; Rear Commodore, Philip S. Baker; Secretary, Austin Moore; Directors, George S. Forderer, Wilfred Page, H. A. W. Dinning, Jerome B. White, Leon B. Walker.



E. Lovick

Vagabondia's graceful, seaworthy lines are especially attractive and well shown in the above view

VAGABONDIA—A SEAGOING SHIP

W. L. Mellon's New Diesel Yacht Built for Long Offshore

Trips in the Tropics and Southern Ocean

VAGABONDIA, built for W. L. Mellon of New York from designs by Cox & Stevens, represents one of the most modern examples of the yacht builder's art. A ruggedly built steel vessel, she is 222 feet in length over all, 34-foot beam, and draws $11\frac{1}{2}$ feet of water. To secure at once the most graceful lines possible and the ultimate in seaworthiness, the clipper type of bow and transom stern with moderate overhangs were selected. The sheer, continuous from stem to stern, together with a continuous steel house on the main deck, gives the yacht a most pleasing appearance. Construction is unusually substantial, the steel in the hull being extra heavy and a double bottom being fitted

for extra strength and safety. All exposed decks and woodwork are of teak and the various decks are substantially supported to eliminate vibration. Deck gear and fittings are all of the heaviest type. The power plant consists of a pair of 800 h. p. diesel engines which permit a maximum speed of 14 knots and a sustained sea speed of 12 knots. Fuel and fresh water tanks, cold storage facilities, and space for stores of all descriptions are provided for a cruising radius of 10,000 miles. Vagabondia's regular crew consists of 32 men and liberal quarters have been provided for their accommodation. Aft of the machinery space the entire berth deck is given up to quarters for the owner and his guests. These include a very large dining room and galley.



The living room, in the steel house on the main deck is simply but tastefully decorated and of generous size



The 25-foot vee bottom cruiser Tamea II in a picturesque setting on the Chesapeake

TAMEA II—A DREAM COME TRUE

The Story of a Boat Built in 1926 from Plans Based on a Design

Published in MoToR BOATING Years Before

By H. OSBORNE MICHAEL

BACK in my James Fennimore Cooper days when I knew parts of The Pilot, and Red Rover by heart, I longed to go to Annapolis and become a Naval Officer. Later, a series of disastrous scrimmages with the binomial theorem and its related mysteries dispelled this idea, but fifteen years later, because of the World War, I received a provisional commission in the Naval Reserve Force and with it the long ago coveted gold stripe of a Naval Officer. I was only one of many in uniform, but the incident has made me feel that often we expect our dreams to come true too soon.

Tamea II, a little twenty-five foot V bottom day-cruiser, is another dream come true. Before the World War had broken out in Europe we went up to Havre de Grace one day from our place near the



Tamea II is planked fore and aft at the bow in skipjack fashion

mouth of the Susquehanna in little old Susanna, a twenty foot open boat with a single cylinder two cycle motor. Susanna could make thirteen miles in any two hours, but ran with most of the eight and nine mile boats. She was my first motor-boat, and although a family boat, I assumed all responsibility for her, doing all the work spring and fall. A second hand hull with a second hand motor, she cost about one hundred and ten dollars ready to go, went eleven summers, and sold for seventy-five dollars. She would have gone several years longer had not the last owner tried to rebuild her, and plank her round bottom with tongue and groove flooring. Her motor is probably doing duty as a mooring somewhere today. To return to the original story; it was a hot summer afternoon; one of those days when one longs to play around the

water, go in swimming, or just lie on his back under a shady tree and watch the clouds float over. At Havre de Grace, then famous for its large number of saloons, (it was the only oasis between Baltimore and Wilmington), and now probably best known by its race track, we roamed around a bit, filled up on ice cream (we were old time youngsters), and visited the local news and periodical store. Here I spied a copy of MoToR BOATING and in it I found a complete description of a simple, high chined, V bottomed cruiser twenty-five feet long, together with complete instructions for building.

Right then I wanted a boat on those lines. I studied those plans many times, and later owned two converted boats; Souwester, a gilling skiff hull, and Tamea, a Navy cutter hull, but it was not until the fall of 1925 that I decided to build my own boat from the keel up. Previously to this while obsessed by the one time common fallacy that fast boats must be narrow, I had designed a somewhat similar but narrower boat, working out all weights and displacements, but after much second thought I abandoned my plans for those pub-

lished in MoToR BOATING, which I had saved so long and studied so often.

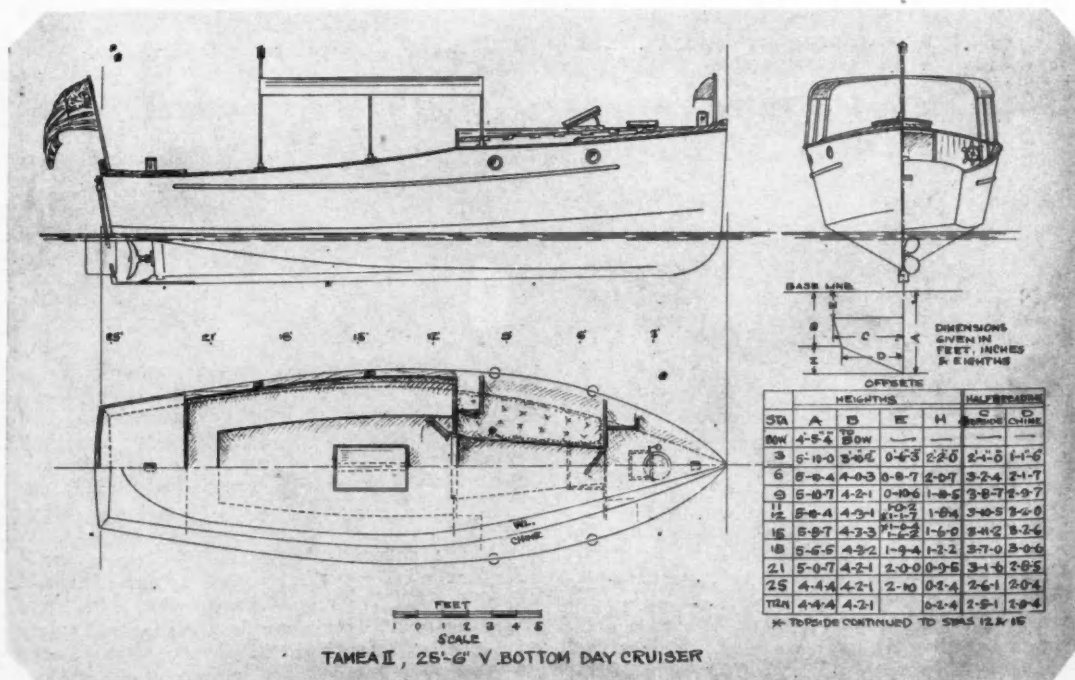
That winter I redesigned the original plans, aiming to simplify them. I laid out a simple straight keel with a solid deadwood, and discarded the reverse curves and hollows at the bow and the rounded sides at the stern, raked the stern aft, but held close to the original design, so that the boat's highly successful performance is due to the knowledge and ability of the original designer. As I did not expect to do much real cruising, the cabin was shortened, giving more room outside. The only change I have regretted is substituting flat sides aft for curved sides and this affects looks only. The seam-batten construction and the fore and aft bottom was discarded for the Chesapeake Bay skipjack cross bottom system with slight refinements. This greatly simplified building. In the bow the bottom planking is put on fore and aft and is secured to the stem and to a log on either side and about six feet aft of the stem. This section has ribs from the keelson to the chines. Aft of the logs the bottom is put on cross-



The hull, almost completed, with most of the planking in place



She was laid on her side to facilitate planking the bottom



The modified design of Tamea II based on the original published in June, 1923



A first class mooring set. Note that the boat strain is not transmitted through the buoy

M. Rosenfeld

WHAT THE NOVICE SHOULD KNOW

How to Safely Moor the New Boat. Proper Equipment Which Must Be

Carried and Valuable Hints on Extra Equipment Recommended

By W. H. KOELBEL

PART III

ASSUMING now that the reader has succeeded in picking out a boat to his liking, it is time for us to be thinking of getting it overboard, and moored in a safe place, as he is undoubtedly anxious to try it out and see how it handles.

If the boat is a new one, the builder will take care of the launching and see to it that it is properly equipped, and, if desired, he will make arrangements to have it delivered, so that everything is in readiness for a trial run when delivery is made.

On the other hand, if it is a used boat, the chances are that it is laid up in some yard, and arrangements have probably been made by the previous owner for the spring reconditioning, if it is not yet all ready for the water. In any case, it would perhaps be better the first season to leave the

overhauling to more experienced hands and next spring with the knowledge gained from a season's operation, the owner will probably feel like undertaking a part of the work at least, and will then be better qualified to do it.

While it is being made ready for the water, there are several points which should be looked into for our own protection and safety. In the first place there are a few legal requirements to be complied with, if we are to pass inspection by government officials, to which we are subject at any time that the boat is under way.

The first of these is the matter of having the boat registered and provided with a number. If for any reason the boat in question has not been numbered, application must be made at the nearest Customs House to the Collector of Customs,



Another arrangement of mooring gear. Swivels are placed at both ends of chain

either personally or in writing. A blank is then supplied on which certain information is requested, such as name and address of owner, type of boat, length and beam, horsepower of engines, use to which boat is to be put, and so on. When this has been returned to the Collector, he will assign a number free of charge which stays with the boat indefinitely. This number is to be painted or otherwise fastened to the bow of the boat on each side in plain letters at least three inches high of a contrasting color and clearly legible. The certificate granting this number should be carried aboard the boat at all times.

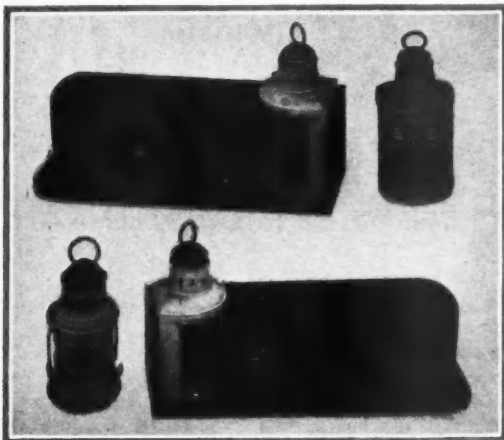
In the event that a number has already been provided, the Collector should be advised of the change of ownership within a period of ten days so that the change can be recorded. Notification should also be given in the event that the boat be lost or destroyed, but we hope that this may never become necessary.

Nothing is needed in the way of an operator's license, provided the boat is to be used for pleasure purposes only. If it is to be operated for hire, it is merely necessary to apply at the Custom House for a license, which is issued free of charge.

In addition to the number requirement there are certain articles of equipment which the law requires us to have aboard whenever the boat is underway and this equipment varies with the size of the boat. Motor boats are divided into three classes by the Government according to their length, class I including all those less than 26 feet in length, class II covering those from 26-40 feet and class III, 40 to 65 feet. Over 65 feet, boats are classified as steam vessels

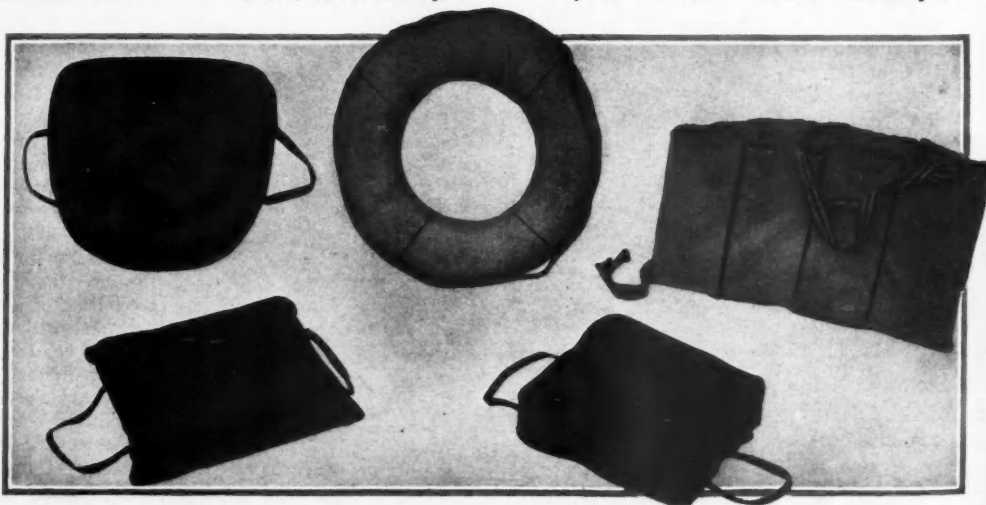


Proper lights for a class one boat. Combinations bow light and a stern light



Lights required for class two. Separate bow and stern lights with 18 inch screens on the side lights

Life preservers or acceptable substitutes are required for every person on board



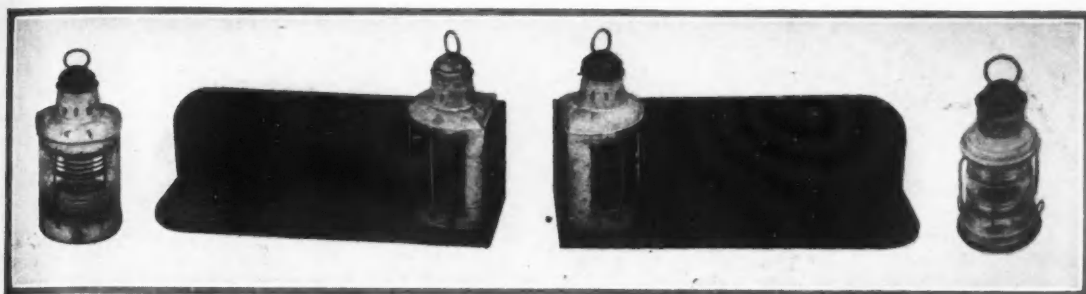
whether propelled by gasoline engines or not and have special provisions which do not concern us here.

Lights are one of the essential items of equipment for all classes. In the next few paragraphs we will have occasion to refer to the arc through which a light is visible, and as it is customary to designate it in points, it will be well for the reader to bear in mind that the points are figured on the basis of a division of the entire circumference of a circle into 32 points. This is the 32-point system employed in the division of the compass.

For Class I, we must have at the bow a combination light showing on the starboard or right side a green light visible from dead ahead to two points abaft the starboard beam (a total of 10 points) and on the port or left side a red light showing through a similar arc. At the stern a white light is displayed higher than the bow light showing all around the horizon through 32 points. As optional equipment,

separate red and green side lights may be substituted for the combination light, properly screened to prevent their showing across the bow, but in this case a separate white bow light must also be provided showing ahead through an arc of 20 points, as in the larger classes. It is strongly recommended, however, that class I boats adopt the combination light, as it immediately distinguishes them from the other classes.

In class II, red and green side lights each showing through ten points with lens areas of not less than 16 square inches are required, and screens must be provided at least 18 inches in length to prevent light from showing across the bow. A 20 point white



Side lights for Class three boats are larger in size and also require 24 inch screens on side lights

bow light is called for with an area of at least 19 square inches and white 32 point stern light.

Class III lights are the same as those of Class II except for size. Side lights are to have a lens area of at least 25 square inches with screens not less than 24 inches in length and the area of the white bow light lens must be at least 31 square inches. White 32-point stern light is carried as in the other classes.

The running lights described above must be displayed between sunset and sunrise when underway. While at anchor a single white 32-point light is sufficient. Lenses of all lights must be of the fresnel or fluted type.

All classes are required to carry a suitable fire extinguisher and also a whistle capable of producing a blast of two seconds duration and audible for at least half a mile, for the purpose of giving passing signals. For the whistle, the ordinary mouth whistle satisfies the law, but electrical or air-driven horns that give a more powerful blast are much more satisfactory and are well worth the additional expense. Classes II and III are required to carry in addition to the whistle, a fog horn and bell and in class III, the bell must measure not less than eight inches across the mouth.

All classes must carry a life preserver for each person aboard, and in boats not carrying passengers for hire, ring buoys, life jackets and buoyant cushions may be substituted if desired for the usual



Various forms of whistles, fire extinguishers, bell and fog horn required by the pilot rules

Method of using an emergency tiller in case steering cable parts. It should be easily shipped if necessary

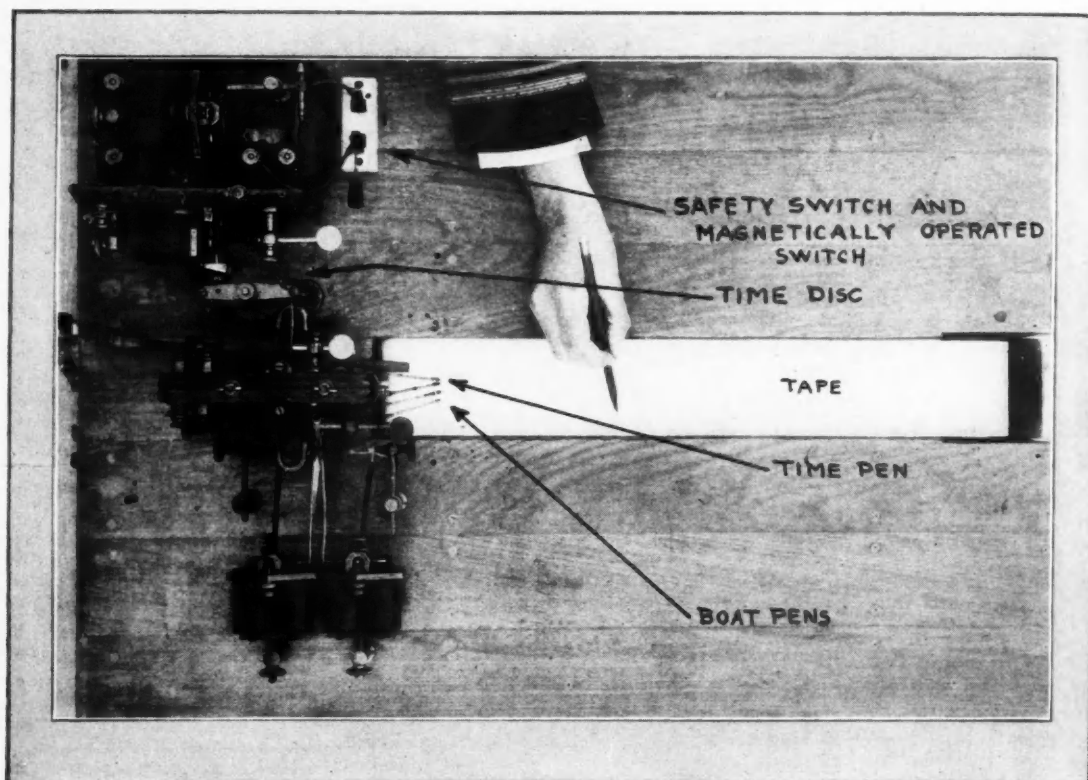


approved cork block type. Pneumatic floats and devices made of granulated cork are not acceptable, but boards of white pine or other equally light wood measuring four feet long by fourteen inches by two inches cover the law. In all cases the test requires that the device be able to sustain afloat for twenty-four hours a weight exerting a direct downward pull of twenty pounds. On boats carrying passengers for hire, no substitutes are permissible, only the type made of solid cork blocks being acceptable.

This covers all the items which the law requires except that two copies of the Pilot Rules are to be carried at all times. These Pilot Rules are little booklets published by the government which contains extracts of the laws which have been passed in regard to equipment, rules of the road, and other information pertinent to the handling of motor boats. Legally it is sufficient merely to have two copies of these Rules aboard, but we cannot too strongly urge everyone to get them out of the locker once in a while and read them over so as to keep posted on their contents.

Then there is the matter of how we comply with the law in the way we carry our equipment. Fire extinguishers are of little value if they are buried beneath a pile of duffle in some inaccessible part of the boat. Life preservers serve no useful purpose if the boat goes to the bottom before they can be extracted from some re-

(Continued on page 132)



A bird's eye view of the chronograph

ACCURACY IN RECORDS

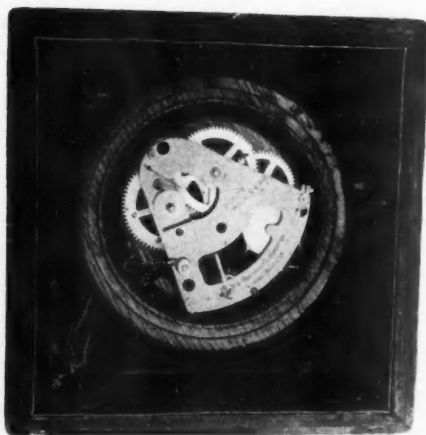
The Construction and Use of the Chronograph or Electric Timer

By W. MACK ANGAS,

Lieutenant Commander, Corps of Civil Engineers, U. S. N.

PART III

THE chronograph is a device for recording graphically the moment or duration of an event, the type used for timing races often being called an electric timer. This instrument is designed to record only the duration of an event, in this case a motor boat race; the exact time at which it occurs being a matter of secondary importance so long as its duration is accurately measured. The term electric timer is to a certain extent misleading. While it is true that electrical devices are used extensively in the construction of most chronographs, their use is for convenience rather than because chronographs could not be built without them. Furthermore the term chronograph is descrip-



The clock in its metal lined case to shield it against magnetic or electrical disturbance

tive and historic. Chronographs have been used by astronomers and physicists for many years. The device about to be described therefore will be hereafter referred to by its correct name. It is a chronograph.

Chronographs can be built to record on cylinders, discs, or paper tapes. The latter type is the only one that can be readily adapted to motor boat timing because the tape provides room to write the names of the contestants and other necessary data alongside the graphical record of times made by the instrument. Figure I is a diagrammatic drawing of a rudimentary chronograph of the tape type. The instrument consists essentially of a paper tape pulled at constant speed under

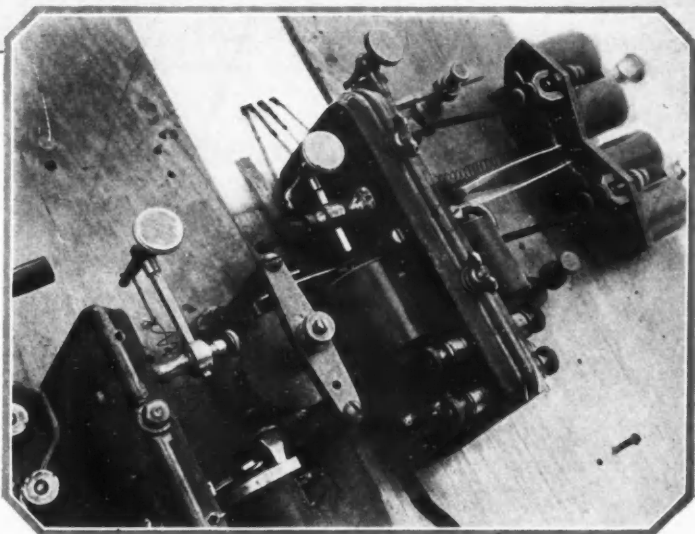


The San Diego chronograph with the tape reader, clerk and chronograph operator at their posts

The time disc and ratchet wheel that

two fountain pens which draw parallel lines on it. One of these, the time pen, is moved by an electro magnet to make a jog in the time line at intervals of one second. This is accomplished by placing a suitable contact in a clock so that the time pen circuit is automatically closed once a second. The other pen, known as the boat pen, is similarly moved by an electro magnet so as to make a jog in the boat line drawn by it when the timer presses a telegraph key at the start and finish of a race. The time taken by a contestant to negotiate the course can then be determined by counting and measuring the number of seconds and decimals of seconds elapsing between the start and finish as recorded on the tape. The objection to such a simple and rudimentary instrument is that it records the work of but one timer and the tape cannot be quickly read on account of the necessity of counting the large number of seconds that may elapse between the start and finish.

To make the instrument practical for timing races, a number of refinements must be incorporated in it. There are four major requirements which must be met. First of all the instrument must be sufficiently



moves it. The lever limiting the travel of the time pen will soon fall into the deep minute notch in the disc permitting the pen to make a long stroke

precise as regards the accuracy of the clock mechanism controlling the time pen. Secondly, it is essential that the chronograph record the observations of three timers because it is just as possible for a timer

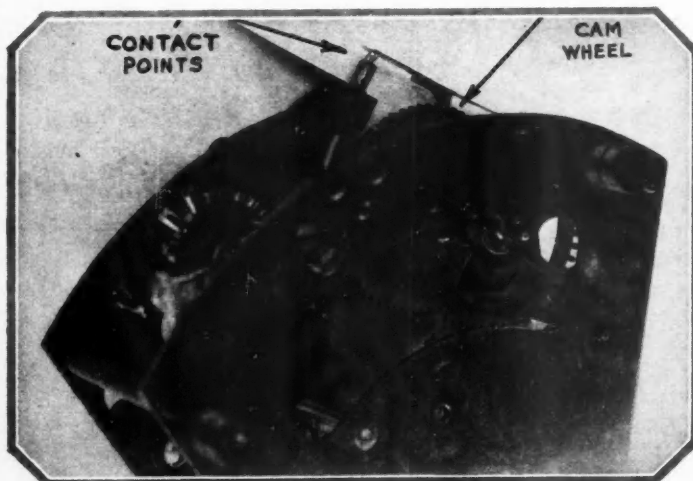
operating a chronograph key to be asleep at the switch and make large personal errors as it is for him to do so when using a split second watch. The third requirement is that the record made by the time pen must start at the start of the race so that it will be unnecessary to subtract the time of the start from the time of finish of each contestant. To make such subtractions would be slow and tedious not to speak of the possibility of making mistakes in computation. Lastly, it is necessary that the time pen make some distinctive mark on the record at every tenth second and minute to facilitate reading the tape quickly and accurately.

The question of the required precision of the clock mechanism takes us back to Figure 3 of the first article. The curves of this diagram show that speeds of 100 miles an hour, which are within the realm of possibility for unlimited hydroplanes, require times to be correct to within 0.02 seconds per mile or 0.03

seconds per minute. Lower speeds demand less precise timing, as can be seen from the curves. Anyone going to the trouble of building a chronograph will find it well worthwhile, however, to have an instrument capable of doing really precise work if necessary. Furthermore, it is relatively easy to build an instrument that will keep within 0.03 seconds per minute or 1.8 seconds per hour, and accordingly this is the standard of precision that should be adopted in spite of the fact that to secure observers or timers capable of pressing a telegraph key within 0.02 seconds of a start or finish is quite another matter.

The construction of a satisfactory chronograph, let it be said here, is well within the capacity of any good clock maker or mechanic with experience in model making. Amateur model makers should find the construction of such an instrument an interesting and by no means an unusually difficult job. In building a chronograph it will nearly always be found possible to utilize odds and ends of mechanical and electrical apparatus in

such a way as to save both time and money. The following description and accompanying illustrations have accordingly been prepared with a view to showing how the chronograph used for timing the San Diego races was built and how it works. Photographs rather than detailed dimensioned drawings of the parts comprising the instrument have been prepared to accompany the descriptive text, because in many cases parts were improvised from old electrical and mechanical apparatus that happened to be on hand. Essential parts of the apparatus will be described in sufficient detail however to permit of their being made, or better still, selected from the accumulation of junk possessed



The circuit breaking device in the clock

by all mechanical enthusiasts, whether amateur or professional.

The clock, which is the heart of the instrument, and upon which its accuracy depends, should be a large, high-grade clock movement with a powerful spring in order that it will run regularly and satisfactorily. It takes a rela-

(Continued on page 72)

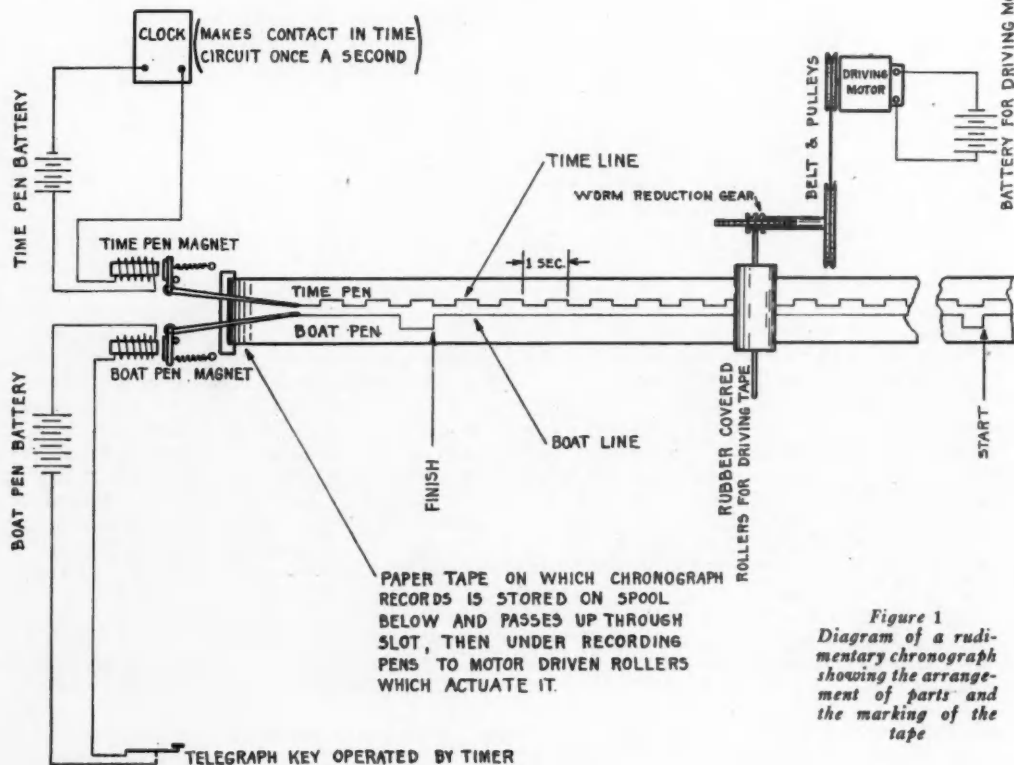
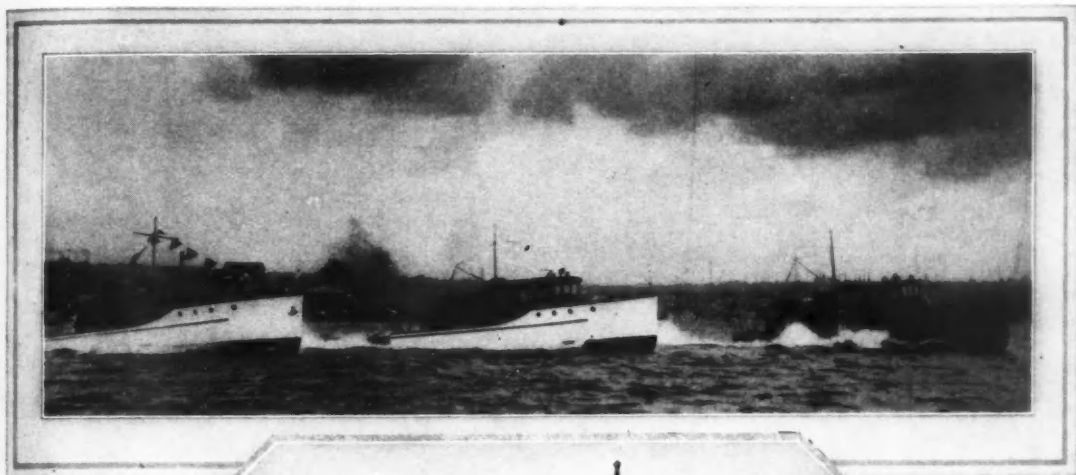


Figure 1
Diagram of a rudimentary chronograph showing the arrangement of parts and the marking of the tape

WEST COAST FLYERS

*Fast Boats Powered with Hall Scott Engines Extensively Used by
Salmon Fisheries to Visit Canning Factories in Remote Places*

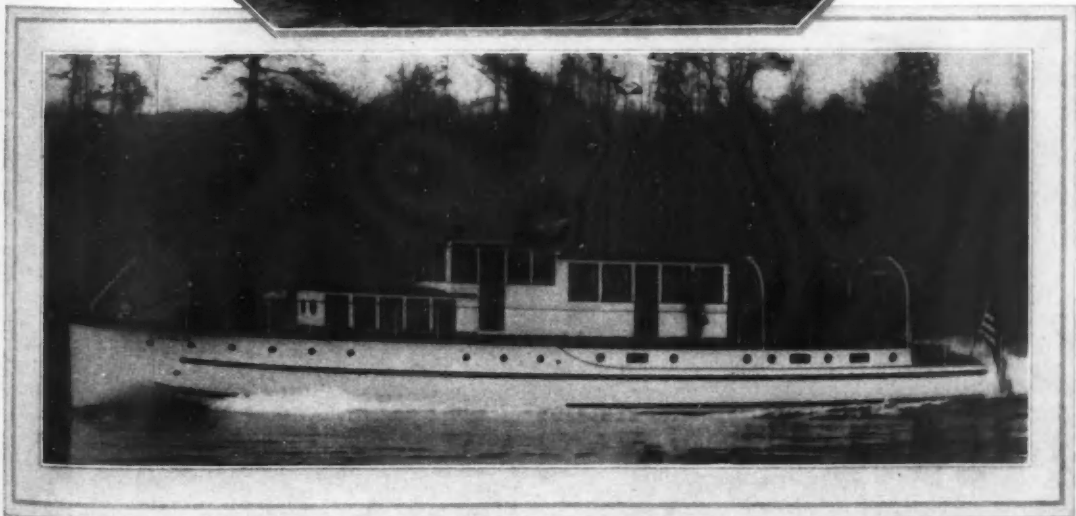


Three trim boats designed by L. E. Geary and built by the Grady Boat Company, Flying Fish, Marne and Donna Q, all powered with 200 h.p. Hall Scott engines turning 20x17½ Godfrey propellers at 1800 revolutions at which they can do 21 knots



Marne, the forty footer shown at left, was built for the Sebastian Stuart Fish Company, and is identical with the others. They will do 12 knots at 1200 revolutions and 17 knots at 1600 revolutions with 21 knots as top speed

Canco, a 76 footer built for the American Can Company of Seattle from designs by L. E. Geary by the Lake Union Dry Dock Company. She carries two Hall Scott HDC engines which drive her up to 15 knots





The production line in the Banfield shops where hulls are set up and completed



A portion of the joiner shop where all small parts of the boats are finished ready to assemble

M. Rosenfeld

WHERE SEA SKIFFS ARE BUILT

Efficiency and Skill in Production Methods at the Banfield Plant

Produce a Craft of Exceptional Quality

DOWN on the Jersey Coast at Atlantic Highlands in the bight of Sandy Hook Bay, they are building a standardized cruiser which has been evolved after years of development of the famous Jersey fishing skiffs. Everyone is familiar with the characteristics of these able little boats, their reputation for being able to stay at sea in any kind of weather, and the unusually rugged service that they are called upon to render.

Working along the lines of these successful little craft, the Banfield Sea Skiff Works have developed a boat which has established for itself a reputation for speed, beauty, seaworthiness and honest construction. Retaining the original features of the dory design, which were responsible for its strength and its rough water ability, they have refined its lines to develop greater speed and have appointed it with the luxurious accommodations of a yacht. The result is the 32-foot Banfield Sea Skiff, a boat which is equally at home a

hundred miles offshore as it is in the quiet waters of some protected cove.

An hour spent in the plant where these skiffs are built will quickly explain the Banfield reputation for quality. Every timber, plank, and piece of equipment that enters into the construction must meet the Banfield standard. Every operation of building from the laying of the keel to the final coat of paint is performed by the experienced hands of master mechanics who take especial pride in their work and are satisfied with nothing less than the best their skill can produce. Evidence of efficiency and care is found at every stage of the boat's development. No facility in the way of modern shop equipment is lacking for the production of a high grade job.

The main building of the plant where the skiffs are set up, exclusive of wings and separate shops devoted to special operations, is approximately 300 feet long and 50 feet in width. Down the center of this shop for its



Another corner of the shops where power tools are extensively used to cut and shape materials

entire length runs a track terminating in a ways from which the completed boat is finally launched.

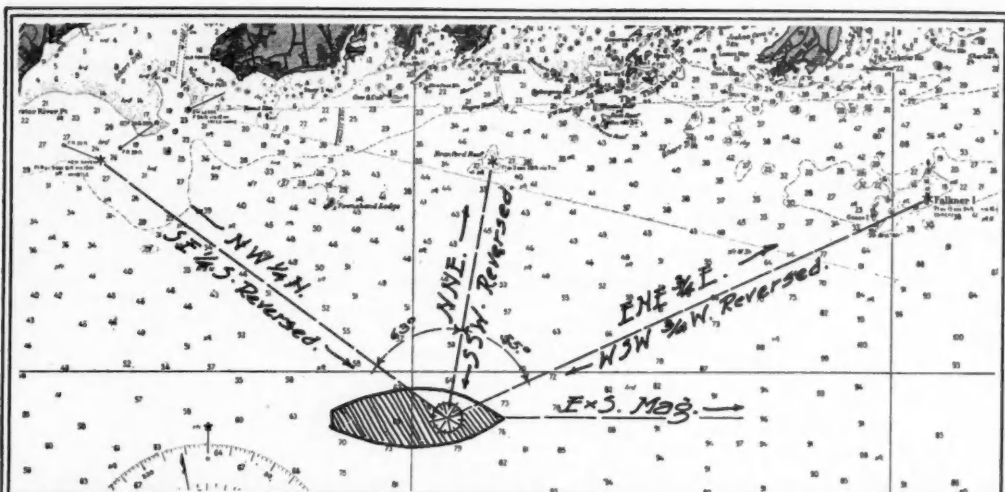
At intervals along this line, materials are placed and completed parts which have been fashioned in other sections of the shops are ready for assembly. These parts such as stem pieces, transoms, keels, wind shields, etc., are all built to a standard size from templates and fit one hull equally as well as another. At the upper end of the line the flat bottom keels are laid, the stem-post set up and the transom set in place. Planks of three quarter inch mahogany previously planed in the power planer are given a sanding and applied over the moulds. These planks are securely riveted to each

other at the edges with copper rivets closely spaced and the plank ends screw fastened. With the planking completed, stout oak frames which have been steaming in a box at one side are brought in, sprung in one piece from one side to the other and copper riveted to the planking.

At successive stages along the line the decking is put on, engine beds bolted in place with heavy bronze through bolts, fuel and water tanks installed and flooring laid. Canvas prepared in a separate shop is applied to the decks and further along the power plant a 200 h. p. six cylinder Kermath is lowered into the hull, after which it is quickly completed.



Boats are completed and moved along the track to the end of this building where they are transferred to marine ways for launching



*Fixing The Position By Bearings Of Three Objects.
The Three Objects Should Be In A Straight Line—Nearly—
Or The Middle One Nearer The Ship Than The Others.*

FINDING YOUR WAY AFLOAT

*Simple Methods for Locating a Boat's Position by Reference to
Fixed Objects Ashore and While in Sight of Land*

By F. W. HORENBURGER

Illustrations from lecture course United States Power Squadrons, Inc.

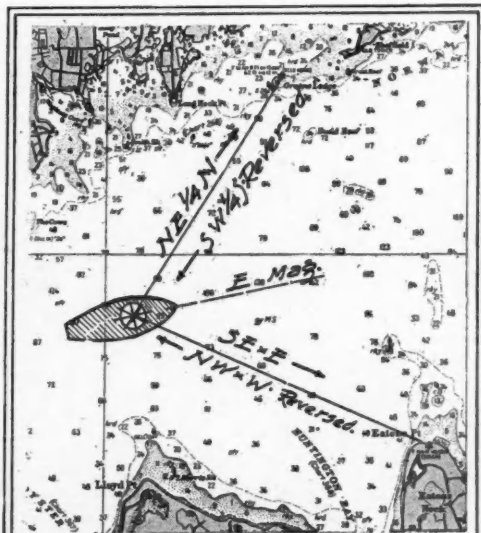
THE usual routine of small boat handling does not, as a rule, involve anything more technical than the use of a compass and good eyesight.

After all, most of us might readily be classified as fair weather sailors and for such the usual routine involves only a clear vision, as our destinations are close at hand and we can sight our way along without difficulty. There is only one hitch in this rough and ready navigation and that is the weather. How often after we are well along on our trip do we find ourselves closed in by a blank wall of fog? Frequently enough to make it a matter worth considering. Again when we start off on our vacation cruise and leave our more familiar surroundings and wander afar into strange water. What then? Our rough and ready navigation methods must be replaced by more precise ones. We must have the necessary ability to locate ourselves more definitely at all times, or abandon our cruise every time the sun

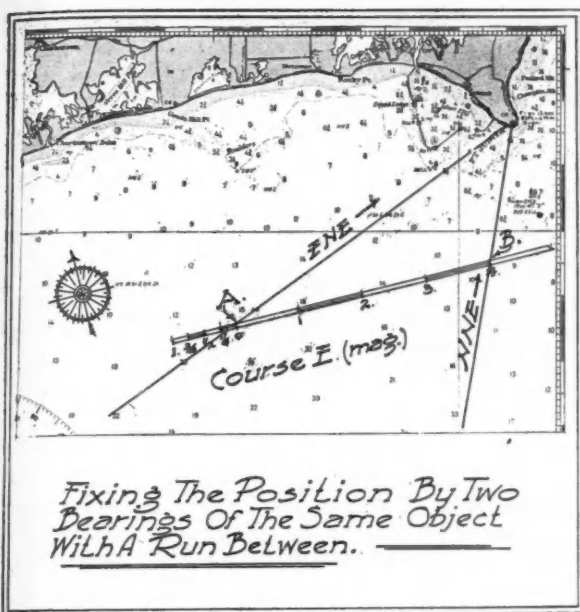
clouds over and it rains or visibility becomes poor.

There are several methods of navigating a boat. The first, rough and ready already mentioned can be immediately discarded as of no real value. The next, with which this article will deal is called piloting or coastwise navigation, and the third or most difficult, deep sea navigation, involving astronomical observations and calculations, beyond the scope of this article.

Voyages along the coast, even very lengthy ones, can be safely made and the position of the boat known with sufficient exactness at all times by simple methods. In order to do this it is necessary to refer the boat's position to fixed objects on shore which can be easily located and identified on our charts. To this class belong the many lightships and some light houses which, while they cannot be said to be absolutely fixed on shore, are nevertheless definitely located on the charts and for navigational purposes are considered as fixed. In



*Fixing The Position
By Cross Bearings
Of Two Objects.*



order to navigate properly by these piloting methods it is necessary to have more equipment than is usually carried on small boats. The compass of course is an essential and with this should be carried some form of bearing finding device, pelorus, or azimuth circle as they are variously called. These are all used for the same general purpose, which is to determine the direction of a fixed point from the ship. These directions are called bearings and are referred to the compass in order that they may be named and plotted.

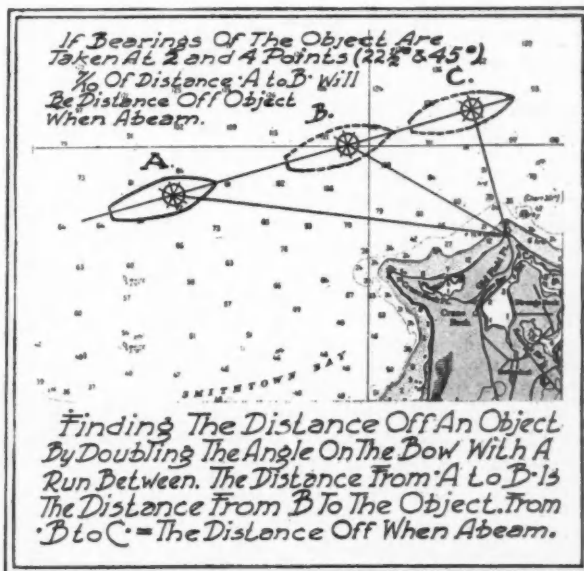
When a vessel is at anchor it is obviously impossible to locate the ship exactly by reference to a single object. The best that can be determined from one object is a line of position and it is certain that the boat is somewhere along that line. If together with this line of position it is possible to take a sounding we can come lots closer to the position of the boat, for it is then established that we are on a certain line at a point where our chart shows a depth of water corresponding to our sounding. Naturally if the waters for a large area are of the same general depth this method is of no value.

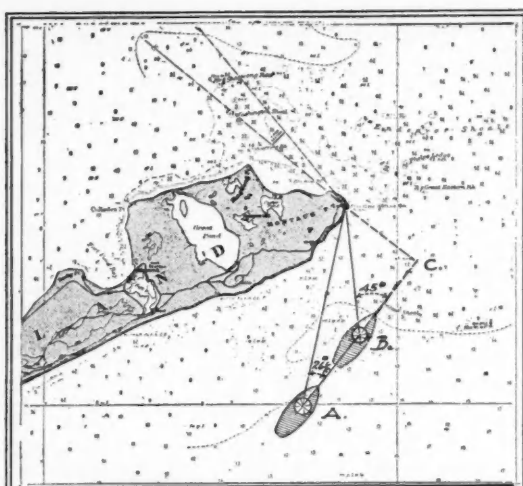
On the other hand if the ship is in motion there are several additional known quantities which will help us in locating ourselves. In this condition it is merely necessary to take two bearings, and to determine the distance which the ship has covered in the interval between bearings. This distance can be readily determined by the simple process of translating time into distance. A ten mile boat will cover one mile every six minutes so that any larger unit of time will correspond closely to a definite distance. In our first illustration it will be seen that our course is East (magnetic). As the vessel proceeds on its course a bearing is taken on Point Judith light when the ship is at the position indicated as *A* and the time noted. This bearing is found to be ENE. Further along on the journey another bearing is made. This time at the point marked *B*. The bearing of the light has changed in the meantime and it now bears NNE. At the same time that this second bearing is taken we consult our

watch again and find that it has taken us twenty four minutes to cover the distance between *A* and *B* which in the case of our ten mile boat is equivalent to just four miles. Drawing lines through the light corresponding to the two bearings does not yet reveal the position of the boat until a third line equivalent to a length of four miles according to the scale of our chart is laid down. This line must be parallel to our course angle of *E* and our parallel rulers or course protractor must be used to determine the proper direction. When this line touches our lines of bearing at both *A* and *B* and at the same time is parallel to our course we are definitely certain we are at the point *B*. This location, while not intended for pin point accuracy is still very close to correct and abundantly precise for navigational purposes.

A ship might find herself in such a position as to make it desirable to know just where she is. An illustration of the problem involved is shown which demonstrates how simple it is to obtain an accurate fix. This term is used to designate a position of a ship which is very certain. In proceeding easterly through Long Island Sound, our navigator felt it advisable to locate himself accurately. Having two prominent objects on shore in sight at the same time he proceeds to take bearings on both Greens Ledge light which was found to bear NE $\frac{1}{4}$ N, and another bearing on Eatons light taken immediately after the first one shows this to bear SE $\frac{1}{2}$ E. The direction from the ship to the lights is as determined by the bearings and the reverse of these is the line of direction from the light to the ship. One bearing places the ship definitely somewhere along that line, while the other shows it to be also along the other line. Since it cannot be on both except at their point of intersection we have established a very precise position for our ship. This method is designated as a fix by cross bearings of two objects.

All bearings taken over a ship's compass which are later referred to the earth, or in our case the chart, are subject to an error of the compass known as deviation. This is caused by magnetic substances on





*To Determine At What Distance An Object Will Be Passed When Abeam.
First Bearing At A = 26°. Second When 45° (B). The Run Between A & B Will Be Distance = C To Object.*

the boat near the compass which tend to pull the needle away from its magnetic meridian in varying degrees depending on the course which the boat is sailing. It is usual on big ships and better yachts to adjust this error out as much as possible but since this cannot be done completely there always remains a slight error which must be allowed for in order to permit plotting on a chart. All the error remaining after the compensation, is plotted in tabular form on a deviation card. This is used continually to determine the compass course from the magnetic and must be applied to the compass bearings to determine the magnetic direction of the ship from the light. The bearings given in our example are magnetic and do not consider deviation and that which is read from the ship to shore as NE $\frac{1}{4}$ N will be reversed as SW $\frac{1}{4}$ S. That reading SE x E will similarly be reversed to NW x N. The ship's course being E, deviation if any would be applied to these bearings as indicated on the deviation card under E, the course of the ship.

There might be occasion to establish a position with even greater precision than is possible in the problem just given. In such a case a similar problem is worked out selecting in this instance three different objects on shore. These should be in a generally straight line with the central one if possible nearer to the ship than the extreme ones. It will rarely be found that these three bearings will intersect in a point but most frequently the lines will enclose a small triangle and the ship is considered to be at the center of this. This gives a much more precise method and is most reliable. If these three bearings are to be plotted in a reverse direction on a chart it will be necessary to correct them for deviation as explained.

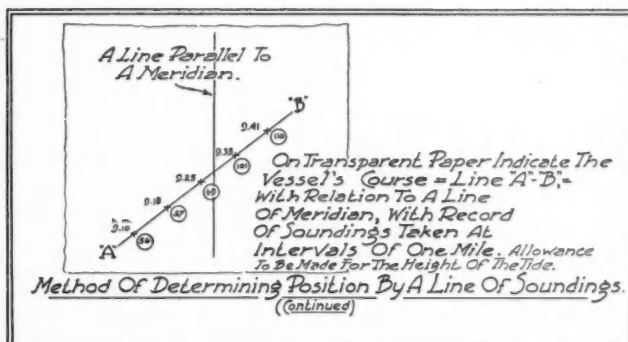
A variation of the three bearing problem can be accomplished by plotting the angle between the objects

on shore on a sheet of tracing paper. These angles can be determined by means of a sextant or any of the other bearing finding devices mentioned. In this case it is not necessary to make any corrections for compass error as the number of degrees in the angles will remain the same. The method of using the plotted diagram will consist of placing the plot over the chart and then adjusting it so that the lines limiting the angles pass through the objects on which the bearings were made. It will be found that there is only one position which will fit the conditions of passing the line through each of the three objects and when this is secured the boat must be at the position indicated by the intersection of the lines.

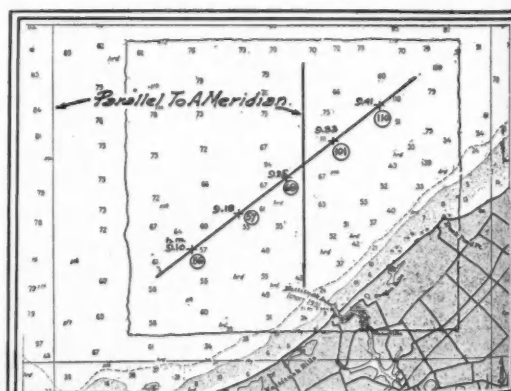
Often when passing along a waterway it is desirable to determine how far from a point of land the boat will be when it reaches it. There are several convenient ways in which this can be done. As the boat proceeds on its course a bearing is taken on a light when it bears two points or $22\frac{1}{2}$ degrees on the bow.

The diagram on page 55 shows this condition with the boat in position A. A little further along when the position B is reached another bearing is made at four points or 45 degrees on the bow. The relationship of the sides of the triangle formed between the first and second positions of the boat and the object on shore is now such that the distances from A to B and from B to the object are equal. It might further be desirable to know how far off from the light the boat will be when it reaches a position abeam of this light, shown at C in the diagram. A simple rule to determine this is that it will be seven-tenths of the distance from A to B. In other words, C to shore equals seven-tenths of the distance B to shore.

(Contin'd on page 154)



Method Of Determining Position By A Line Of Soundings.
(Continued)



*Method Of Using A Line Of Soundings.
Place tracing paper with soundings on chart, keeping meridian line on the tracing parallel with the meridian on the chart. Move tracing about until the soundings check with soundings on chart.*

SMALL MOTOR BOATS

Their Care, Construction and Equipment

A MONTHLY PRIZE CONTEST CONDUCTED BY MOTOR BOATMEN

Questions Submitted for the August Contest

1. What are the necessary tools needed about a small cruiser, and give convenient methods of housing them.

(Submitted by E. W. A., Milwaukee, Wis.)

2. Suggest methods for making emergency repairs to the planking of a thin planked outboard motor boat that has been badly broken.

(Submitted by L. R. K., Philadelphia, Pa.)

HOW TO STOW YOUR BOOKS

Suggestions for Simple and Practical Arrangements of Racks to Keep Books in Good Condition

Answers to the Following Question Published in the April Issue

Describe and illustrate a simple compact arrangement for keeping necessary books and magazines in good condition on a cabin boat

A SIMPLE BOOK RACK

(The Prize-Winning Answer)

SINCE the dust evil is not one which must be combatted aboard a boat, the combination book trough and magazine rack will be preferred. In contrast to the locker type of book case, it will have no doors to stick or to pound about in a seaway.

Since there will be adequate ventilation at all points, books and magazines will not be clammy or have a tendency on the part of the pages to stick together. In addition, the open construction and the inviting appearance of the books and the magazines will have much to do in adding to the homelike appearance of the cabin.

Since it can be made in all lengths it will take care of any number of books intended for it. It can be made with or without a back. Where it is placed against a bulkhead there will be little need for a back and the general color scheme will agree with the color of the bulkhead.

When placed on the bulkhead, there will be less likelihood of its contents being strewn about in a seaway, yet the angle of the trough will serve to hold the books in anything except the roughest kind of going when the holder is placed on a side wall.

Any material will lend itself to the construction of the holder, but stained white wood has many attributes to warrant its use. It can be worked readily, will hold its fastenings and will have but little tendency to warp.

Seven-eighths material should be used throughout, except in the case of the back, where $\frac{1}{2}$ -inch can be used, and $\frac{3}{8}$ -inch for the magazine strips. In cases where the overall length of the holder is over two feet, a center support, in nearly every particular similar to the sides, should be incorporated for strength. It will be noted that in this instance a half inch will be cut from the back edge and seven-eighths from the lower and outward book board.

The magazine holder strips should be mortised into

RULES FOR THE PRIZE CONTEST

READERS are urged to consider the above question for the August issue, and send answers to them to the Editor, MoToR BoatinG, 57th Street at Eighth Avenue, New York, N. Y. Answers should be (a) in our hands on or before June 25, (b) about 500 words long, (c) written on one side of the paper only, (d) accompanied by the senders' names and addresses.

The names will be withheld and initials used.

QUESTIONS for the next contest must reach us on or before June 15. The editor reserves the right to make such changes and corrections in the accepted answers as he may deem necessary.

The prizes are: For each of the best answers to the questions above, any article or articles sold by an advertiser advertising in the current issue of MoToR BoatinG of which the advertised price does not exceed \$25, or a credit of \$25

on any article which sells for more than that amount. There are two prizes—one for each question—but a contestant need send in an answer to only one if he does not care to answer both.

For answers we print that do not win a prize we pay space rates.

For each of the questions selected for use in the following month's contest, any article or articles sold by an advertiser advertising in this issue of MoToR BoatinG of which the advertised prices does not exceed \$5, or a credit of \$5 on any article which sells for more than that amount.

All details connected with the ordering of the prizes selected by the winners must be handled by us. The winners should be particular to specify from which advertisers they desire to have their prizes ordered.

the side pieces to give greater lateral strength. The lower strip should come close to the bottom board of the magazine section, since magazines have a tendency to wiggle about and eventually work themselves out when the supporting strip strikes about half way of their height.

This slight opening will also help in keeping the magazine section free from dust and other accumulation. The same may be said regarding the book trough. The back board of the trough, that is, its lower edge does not come within two inches of meeting the bottom board. This will keep the trough clear at all times.

A touch of the nautical can be given by outlining a fouled anchor on the sides of the rack. A 3/16 drill should be used and the holes spaced one-quarter inch. J. E. M.,

Norwich, Conn.

CARING FOR BOOKS AND MAGAZINES ON A CRUISER

OF course, you will take MoToR BOATING along when you cruise. You will want several back issues for your friends to read, as well as a few issues of such current issues of any of the magazines of the month that may be bought in the stopover towns. Popular fiction is not too deep to be read while cruising, and the Skipper should have along a certain few government publications and books on navigation. No boat is fully equipped for a cruise without charts of the waters to be cruised, and it is interesting to keep a log of the trip to while away some snowy evening next winter, when the cruise can be enjoyed all over again.

How to take care of all this reading matter has been quite a problem. The charts and books containing the cruising information are usually put away in a locker with almost anything and they bear mute evidence of the treatment they have received. The popular fiction will be read, mostly by the ladies and is none too well taken care of for want of a suitable bookrack. The magazines are not of so much account as they are generally thrown overboard after all have read them or at the end of the season. However, a cruiser does not look ship-shape with a lot of magazines lying on the seats and bunks, and it is much more pleasant to handle a clean flat magazine than one that is all dog-eared and approaching the color of the engine hand-book.

Books and magazines must be better cared for on the boat than at home. The home is always on an even keel, and the books stay where they are put. Remember how lockers flew open and everything that was not fastened went on the floor in that last heavy

blow. Books don't stand up long under this kind of treatment. It would seem that a locker especially constructed for the purpose of a covered book-rack is the proper place for all such articles on a cruiser,

and a maximum amount of various sized books must be provided for in a minimum of space.

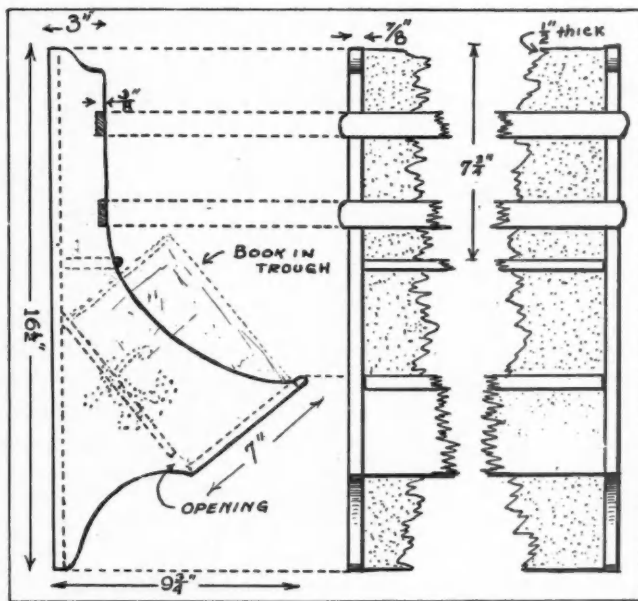
The bookcase and desk, and the wall rack have been designed with the above requirements in mind and provide a desk or shelf as well as a place to keep the books. The incline of the shelf prevents the books from sliding around and the partitions separate the different classes of books.

In addition to books there is a space for charts and the cover provides a first-rate place to write up the log book. To a certain extent, the size will depend upon the books that you wish to carry. Magazines will fit nicely into a space 9 1/2

inches wide by 12 inches long. The size of books of popular fiction runs about 5 inches by 7 1/2 inches, so an inside depth of 5 1/2 inches will allow the cover to clear the binding when the books are so placed that the titles are visible at a glance. A half dozen average books will just about fill a space 9 inches wide. A partition 8 inches back will prevent the books from shifting and provide room for a couple more books back of the partition. A similar space should take care of the Skipper's books.

The cabinet work may be as elaborate as you wish. The front corners should be mitered and the bottom slid into a groove in a similar manner to a drawer bottom. Gain the sides for the back and it would not be a bad idea to gain for the partitions as well. Just a box, nailed together with the end wood showing will answer the purpose, or if the bookcase is located between other joiner work or fittings so that the ends are hidden, there is nothing gained in mitering. The cover is of one piece, cleated at the ends to prevent warping, or the front and ends may be finished with 1/2 by 1 1/8-inch strips rounded on the upper edges. These strips answer the purpose of the cleats and prevent things from sliding to the floor. Your choice of sawed brackets, legs or braces is offered as a support for the rack.

Use 1/2-inch lumber for the frame and 3/16-inch stock for the cover. Quarter-inch ply wood will be good for the bottom and the partitions. A slant of 2 to 2 1/2 inches across the width of the cover will be about right for writing and sufficient to prevent the books inside from shifting beyond the limits of their space with every roll of the boat. After the rack is in position place the cover. (Continued on page 140)



An easy built book rack for the small cruiser suggested by J. E. M.

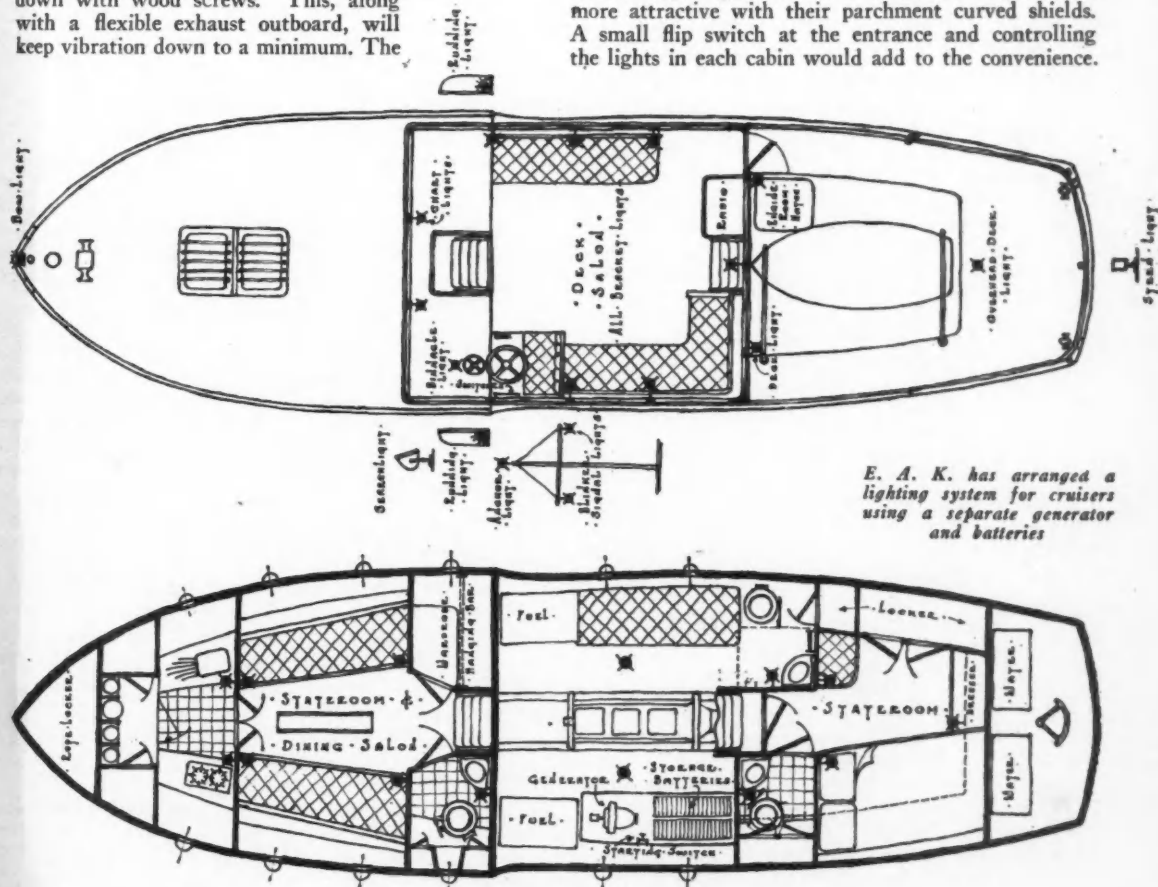
Suggestions for Their Correct Installation

Describe an electrical system for a small boat, and indicate an effective lighting arrangement for the entire craft.

(The Prize-Winning Answer)

These units contain a 32-volt, 600-watt generator directly connected to a one-cylinder, two-cycle motor, with its carburetor and high-tension magneto. The base has its own fuel tank, the whole resting on spring feet that are fastened down with wood screws. This, along with a flexible exhaust outboard, will keep vibration down to a minimum. The

The wiring to the various fixtures should be run in well insulated wire of flexible metal conduit, and the only precaution to be taken is to have wire of ample size to prevent resistance. The illustration shows all bracket type lights for the interior as they are far more attractive with their parchment curved shields. A small flip switch at the entrance and controlling the lights in each cabin would add to the convenience.



E. A. K. has arranged a lighting system for cruisers using a separate generator and batteries

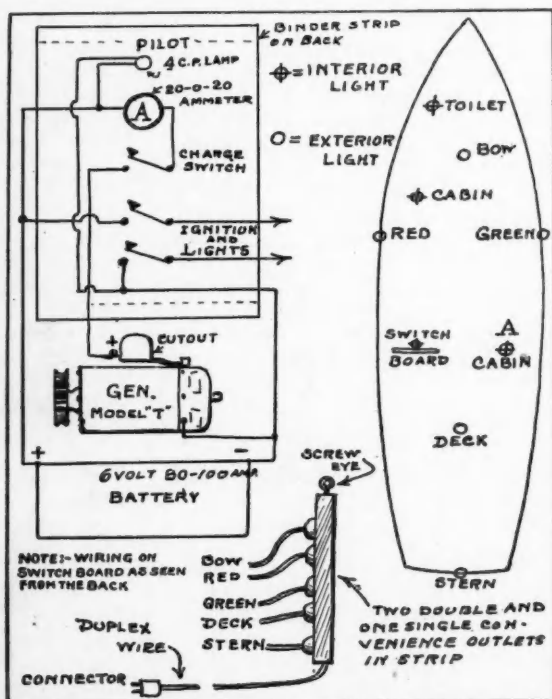
The outside lights such as the running lights, anchor light, etc., should all be controlled by a gang of switches within reach of the helmsman. The above description deals only with lighting but do not overlook the fact that other luxuries may be provided, such as electric bilge pump, winch, fans, toasters, percolators, refrigerators, etc., as the outfit will operate machinery up to three-quarter horse-power by merely increasing the capacity of the storage batteries.

E. A. K., River Edge, N. J.

A SIMPLIFIED LIGHTING SYSTEM

THE accompanying lighting layout is one which lies within the ability of the average amateur builder.

The generator is a used auto type which has

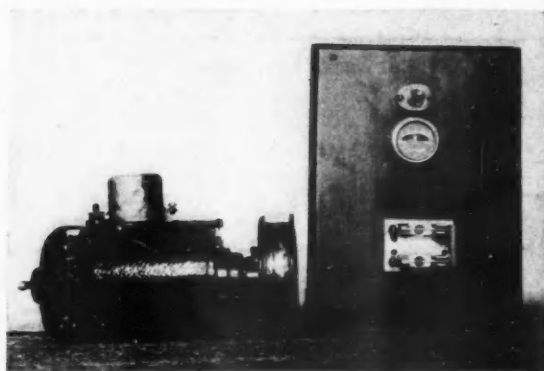


Wiring diagram by J. E. M. is simple and easily installed

an automatic cutout on the top. The switch-board can be slate, but a piece of clear pine, $8\frac{1}{2}$ by $11\frac{1}{2}$, well shellacked and given two coats of black engine enamel, subsequently rubbed down with fine steel wool, will not only simulate slate in appearance, but will answer the purpose as well. A pilot lamp socket, ammeter and two switches—a single knife and a double knife type—complete the apparatus necessary for the board.

The wiring diagram as shown gives the layout of the switchboard as viewed from the back. No. 14 solid wire should be used on the board, but for the interior wiring, No. 14 stranded should be used. The running lights will be wired with weatherproof duplex cord, which will not only give durability, but good looks as well.

The gear which comes with the generator will



The generator and charging panel mentioned by J. E. M.

have to be replaced with a pulley in the case of being belt driven. Whether gear driven or belt driven, the generator will perform best if driven at a speed of 1000 to 1200 r. p. m.

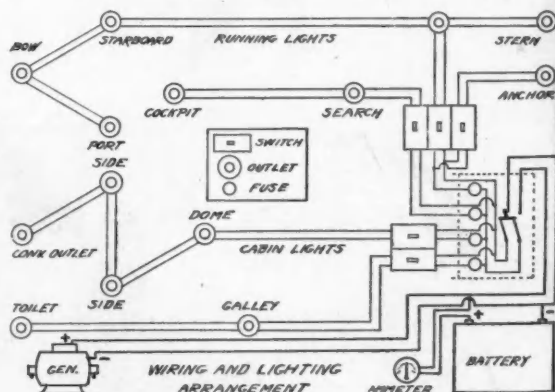
If the switch board is located on the port side of the cabin, the wiring for the interior lights can be run along the port side, feeding the cabin light on the port side, the light in the toilet and continuing along the starboard side can feed the cabin light at A.

While there will be no objection in running a feed wire directly from the switchboard to the light at A, the chances are if one is run that way, it will cross a skylight, or in running around the skylight use as much wire as is used in continuing from the toilet light to A.

Staggering the cabin lights as suggested in the layout will give a maximum of light with a minimum of current. The pilot lamp in the switchboard will serve two purposes—that for which it was intended as well as being the receptacle for a trouble lamp cord when the occasion demands. Needless to add, the pilot lamp must be removed under these conditions.

Since the running lights of the average small cruiser are used comparatively little, there is little need of wiring up these lights permanently. A board about a foot long and four inches wide can be fitted with two double and one single convenience outlets if one cannot secure the four outlet porcelain strip which is used commercially.

This board is hung to the forward part of the standing top, where it (Continued on page 142)



W. B. M. shows a convenient arrangement of generator, lights and batteries

N



- TABLE OF OFFSETS -

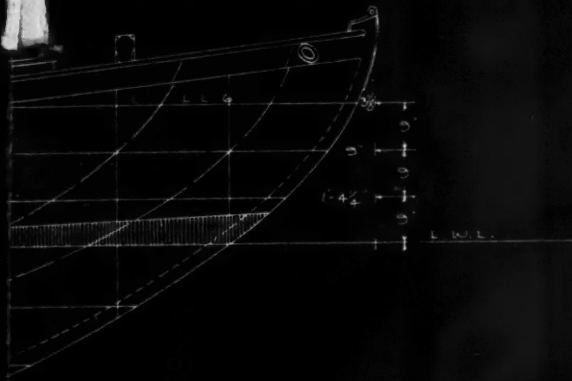
STATION	A	O	1	2	4	6	8	10	11	12	S
HEIGHTS											
RAIL TO SHEER	2-11 1/2	2-0 1/2	2-3 1/2	1-11 1/2	1-0	1-7 1/2	1-0	1-10 1/2	2-0 1/2	2-2	4 1/2
SHEER TO RAIL	4 1/2										
RAIL TO B 2			5-5	4-4	3-2 1/2	2-10 1/2	3-0 1/2	3-1 1/2	4-11 1/2		
B 1	5-5	4-3	3-5 1/2	2-6 1/2	2-2 1/2	2-4 1/2	3-1 1/2	3-11	5-5		
RABBIT	4-2 1/2	3-1 1/2	2-3	1-8		STARBOARD	1-3	3-5 1/2	4-4		
TOP OF IRON				1-6		1-2 1/2	0-7				
BOTTOM OF KEEL	4-0	2-10 1/2	2-11 1/2	0-0	0-2 1/2	0-11	0-2 1/2				
KEEL TO 4 SHARP											
HALF BREADTHS											
DECK 7	0-0 1/2	1-5 1/2	2-3 1/2	2-10 1/2	3-7	3-0 1/2	3-7 1/2	3-0	2-3 1/2	1-2 1/2	0-0 1/2
DECK 6		1-4	2-2 1/2	2-10							
DECK 5	0-11 1/2	1-10 1/2	2-7 1/2	3-6 1/2	3-5 1/2	3-7 1/2	2-10 1/2	2-1 1/2	0-11 1/2		
DECK 4	0-6 1/2	1-5 1/2	2-3	3-4	3-8 1/2	3-6	2-7	1-0	0-6		
DECK 3	0-0 1/2	0-8 1/2	1-5	2-9 1/2	3-4 1/2	3-1 1/2	1-10 1/2	1-0	0-0 1/2		
DECK 2	0-0 1/2	0-1 1/2	0-7	1-7 1/2	3-4	1-11	1-10 1/2	0-3 1/2			
DECK 1			0-1	0-6 1/2	0-9 1/2	0-7 1/2	0-2 1/2	0-7			
BOTTOM OF KEEL			0-1	0-3 1/2	0-3	0-4	0-1 1/2				
DIAGONALS											
1			0-2	0-1 1/2	0-6 1/2	0-8 1/2	0-7 1/2	0-4	0-4		
2			0-2	0-0 1/2	1-0 1/2	1-2 1/2	1-1 1/2	0-8	0-3 1/2		
3			0-1 1/2	1-1	1-5 1/2	2-0 1/2	1-10 1/2	1-3 1/2	0-3 1/2		
4			0-1 1/2	1-1 1/2	1-8	2-10 1/2	2-0 1/2	1-3 1/2	1-4 1/2		
5			0-1 1/2	1-2 1/2	2-3 1/2	3-8 1/2	3-0 1/2	2-8	1-1	0-3 1/2	
6			1-3	2-0 1/2	2-8 1/2	3-8 1/2	4-0 1/2	3-8 1/2	2-3 1/2	1-2	

SCALE -
3/8 Inch = 1 Foot



MOTOR BOATING'S Build A Boat

ERIC J. ATKIN



BASE
1-9 1/2" 1-9 1/2" 2-4"

DIMENSIONS -

LOA	25'-2"
LWL	21'-6"
BREADTH	7'-7"
DRAFT	4'-6"
FOO BOW	2'-11 1/2"
LEAST	1'-7 1/2"
STERN	2'-2"
DISPLACEMENT	7000*
IRON KEEL	3400*
BALLAST INSIDE	200*

KEEL SIDED
10"
STEM SIDED
4"

FUEL BUILD
TANKS
TO FIT SPACE
CAPACITY APPX
15 GALS.

HALF SECTION
STA. 10

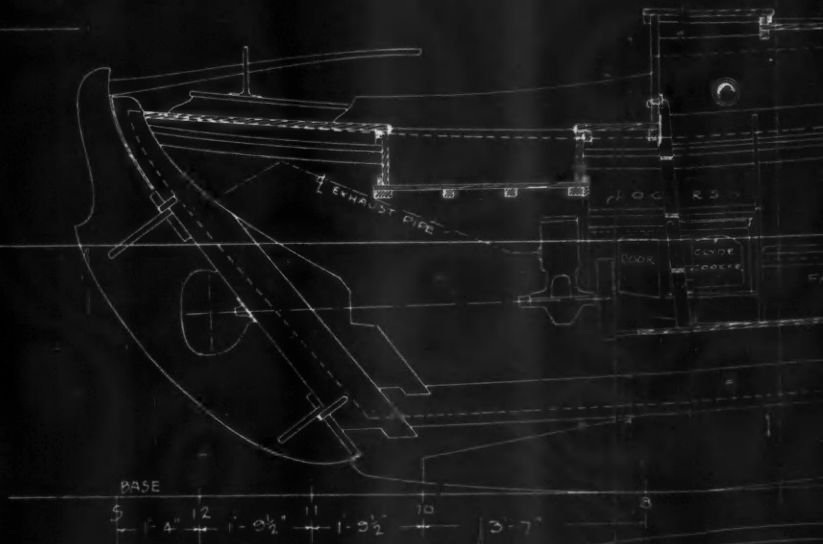
HALF SECTION
STA. 4
LOOKING

DESIGNED ESPECIALLY FOR

**MOTOR
BOATING**

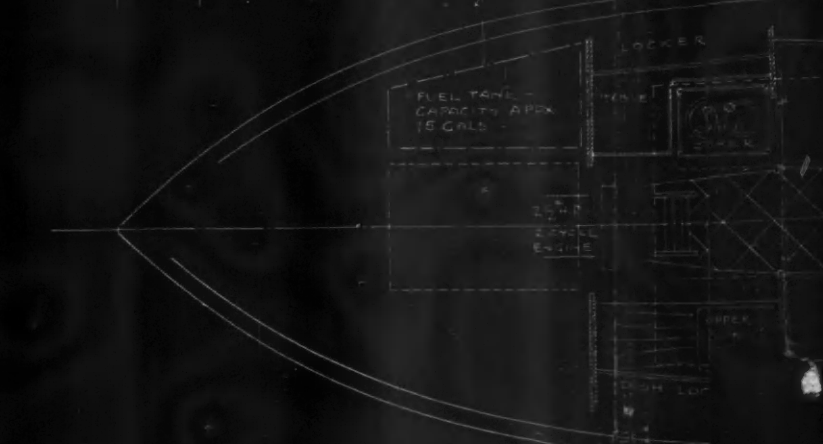
BY

WILLIAM ATKIN



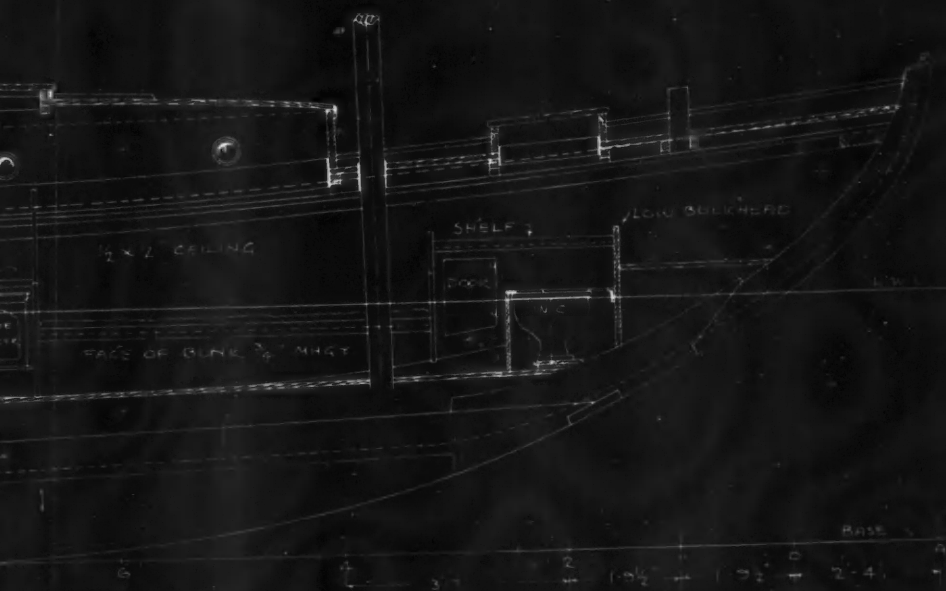
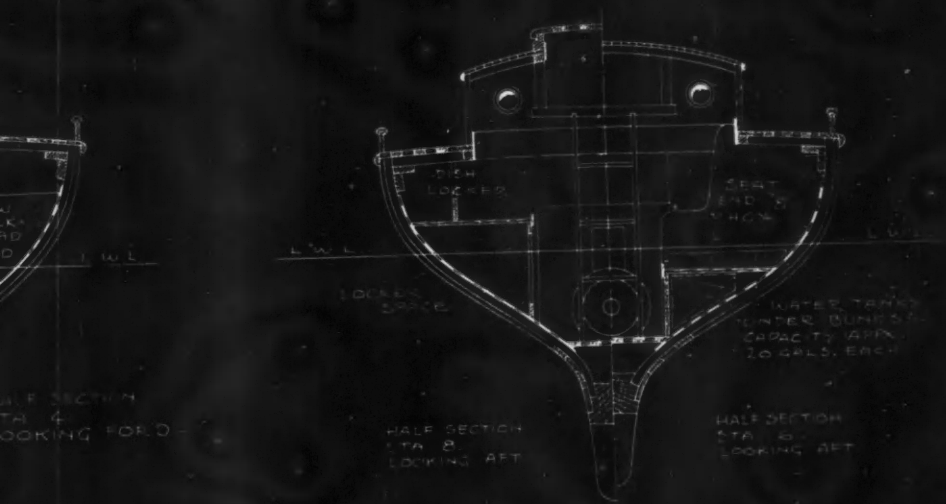
BASE

5'-4" 12'-0" 1'-0 1/2" 1'-0 1/2" 13'-7"



Boat Series

A 25 Foot 2 Inch AUXILIARY KNOCKABOUT



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ERIC, JR.—A DOUBLE ENDER

*A Fine Knockabout Cruising Auxiliary of a Very Seaworthy Type,
Arranged Particularly for Amateur Construction*

Designed Especially for MoToR Boating

By WILLIAM ATKIN

I HAVE had more than a little experience with hulls of the double end type as typified by the late Colin Archer. In all of these I have stuck very close to the lines as made by that master of the double ender fishing boat—the kind that is used off the rough coasts of the Scandinavian countries, Sweden, Norway and Denmark.

Many of you will remember the design which we called Eric and which was a collaboration of ideas of Bill Nutting, Arthur Hilderbrand and myself; but all hinged on a most excellent design of a large double end life boat which was one of Mr. Archer's finest creations. It required a lot of drawing and a lot of figuring to bring this big one down to a 32 footer with full headroom, four bunks, separate toilet room, galley, and then have enough room left for an engine and locker space. Somehow we got the stuff in; but Bill Nutting went off to sea about that time and that cruise ended in the long voyage to the Islands of the Blessed which everyone of us will take some day.

Having the design and the keenest desire to see one of the double enders built, it was really gratifying to have someone come along and build, not one of Nutting's Erics; but three! It is old history how Henry Bixby of Huntington, N. Y. had the trio built and to whom they were sold; but it is not generally known that no less than fifteen were built all told, and that over a period of a few years I have sold no less than 45 sets of prints and specifications of the famous 32 footer Eric.

I have since done a number of double end designs, but all of these were very much after the manner of Colin Archer and I have tried to have these known as Atkin-Archer double enders.

Eric Jr. is, however, a child of my own brain. And while it resembles the Archer boats, it is essentially different. This one is not of heavy displacement, and is woefully narrow in comparison to any of the original types. It is shoal of body and very different in profile, especially below the water line. It has the ear marks of the Scandinavian in its stem and rudder, the latter being pure Colin Archer, and I think is very handsome.

The principal dimensions of this new double ender are as follows: L. O. A. 25 feet, 2 inches; L. W. L. 21 feet, 6 inches; breadth 7 feet, 7 inches; draft 4 feet, 0 inches. The freeboard at the stem is 2 feet, 11½ inches, at the stern 2 feet, 2 inches, and at the lowest point, 1 foot, 7¾ inches. The displacement is 7,000 pounds. There will be 3,400 pounds of iron ballast on the keel and a matter of 200 pounds inside.

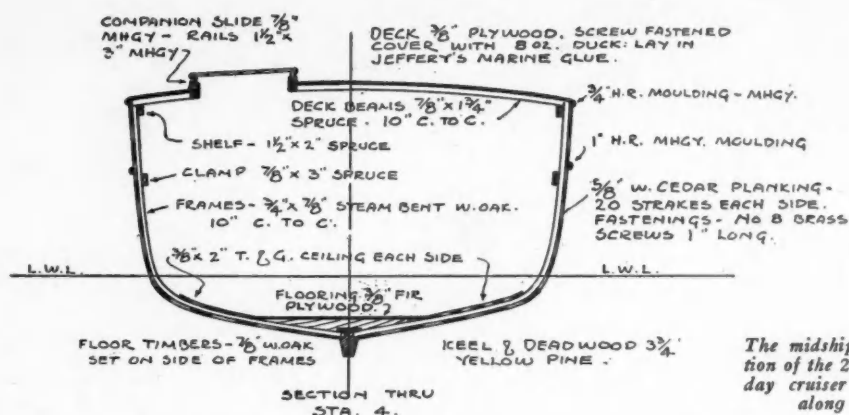
So you see this Eric Jr. is a little boat. But what a lovely little ship to sail. The 32 footers really had too much beam for their water line length and too much displacement. They sailed well and for their type fast, but this one will sail lots faster.

And under very moderate power she will dust along, judging from the speeds we got from the wider and heavier boats. I have shown in the cabin plan a single cylinder two cycle engine of 2½ h. p. This is the smallest engine I would suggest. Of course if you

care to dig into more money some one of the little multiple cylinder four cycle engines would be ideal. But Eric Jr. does not need more than 10 h. p. at the most. So you see there is a wide range of engines on the market from which to make a selection.

Looking below we find a simply laid out cabin for two. The galley is aft, having sink and dish locker to starboard and stove and table to port. The stove shown in the plan is a Clyde Cooker as made by Simpson Lawrence Co. This burns kerosene oil and is an excellent cooker for small craft, being safe, simple and inexpensive to operate. There is room under the sink for a small ice box if this luxury is desired. Now come the two bunks 6 feet, 2 inches long and nearly 2 feet in width. The water closet is up under the forward deck. Of course there is nowhere near full headroom under the cabin house or the forward deck and headroom enough to stand under is only obtainable in a small craft like this at the sacrifice of sailing ability, safety and appearance; just ruins a little boat this making her too high. As it is there is 4 feet, 8 inches headroom under the cabin house and five feet under the companion slide. Don't push up the top and don't add a few inches to the freeboard. If you do not object to a narrower floor the latter might be lowered a few inches in order to increase the headroom. After all you will find that lack of headroom is one of the least objectional features a small boat can have. There are many things far more important than this.

If in a motor cruiser it is necessary to lay down the lines full size it is doubly so in a sailing craft; you know there is the iron keel to be cast, and this must have a pattern which is made from the full size drawing; and then there is the deep rabbet all along the keel; and the mortises into which to fit the heels of the frames. So lay the thing down if you do nothing else. Laying down a boat of this type requires something more than a sheet of building paper; you must have a level floor 7 feet in width and 25 feet 6 inches long. A well appointed boat shop keeps the laying down floor painted white, but the latter is not necessary if the floor is clean. Laying down lines means to lay off on the floor the various water lines, buttocks, diagonals, etc., just as they are shown in the drawing of the lines accompanying this article. The only difference is the lines in profile are superimposed over the lines in plan view; and then the body plan is in turn laid over these two. I find it handy to draw the profile in black pencil and the rest in red, or vice versa. The station lines should be drawn in and everything. Do not scale off the drawings but rather use dimensions wherever you can. Almost always something will come out wrong; being human I am fallible and in scaling off from the pencil drawings which are drawn very accurately it is the easiest thing in the world to make mistakes. This is especially so when making out the table of offsets. So if some point comes off three or four inches or more try to fathom the thing out before coming to the conclusion that a terrible mistake has been made. (Continued on page 148)



The midship section of the 26-foot day cruiser Rip-along

RIPALONG — A DAY CRUISER

Details of Construction for an Attractive Boat. The Lines and Arrangement Plan of Which Appeared Last Month

Designed Especially for MoToR Boating

By WILLIAM ATKIN

Part II. Concluded from May MoToR Boating

IF you will refer to the previous part of this description, you will find that we left off the first part of this article with some remarks about a suitable power plant. Perhaps it should be repeated that Ripalong is a type that requires power of the high speed variety, already several letters have come in asking advice as to suitable engines for this boat. One of these mentioned a slow turning job which is an excellent piece of machinery, but entirely unsuited for this lightly built boat. Don't spoil the craft by selecting an engine that is unsuitable; if in doubt just drop a line and we shall try to set you right.

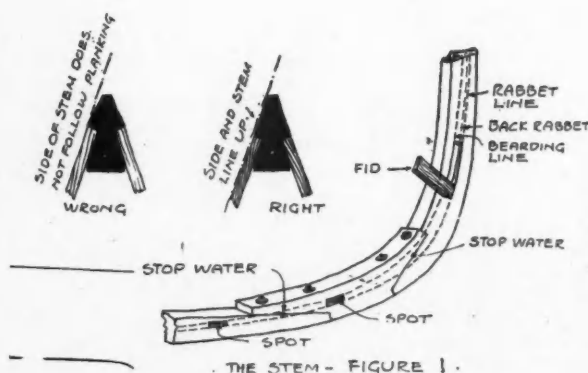
Now turning to the construction of Rip-along.

The keel will be made from 3 3/4 inch yellow pine, moulded (meaning the depth)

6 inches. This will require a stick 21 feet 6 inches long, and it should be free from bad knots, sap and checks. It has been found that Philippine mahogany, is an excellent wood for keels and deadwoods. It is not expensive and lasts under water nearly as well as teak. It is far superior to oak for keels and deadwoods than oak, too. Fastenings hold well in this

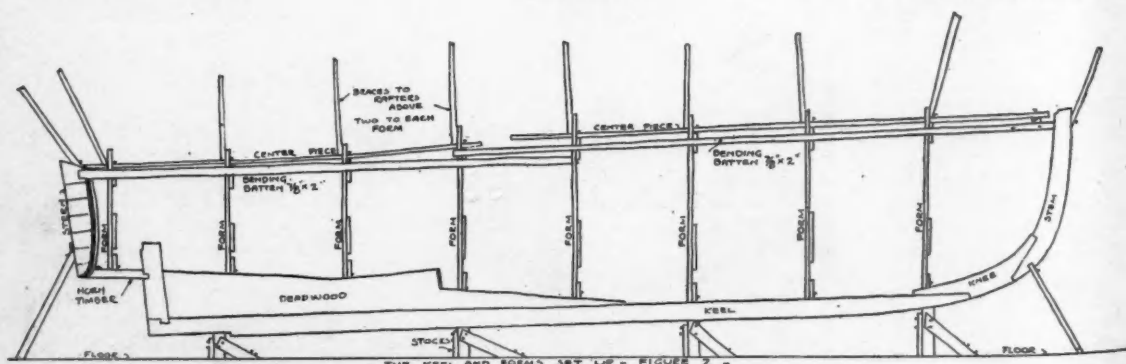
Philippine mahogany and it is unaffected by the corrosive action of iron and water.

The stem will be made from yellow pine or Philippine mahogany also. This will be sided 2 1/2 inches and moulded 4 inches at the stem head; 7 inches at the water line. The stem is joined to the keel with a knee from materials similar to the stem, and of the same dimensions. Use 3/8 inch galvanized iron bolts for fastenings, two bolts at the

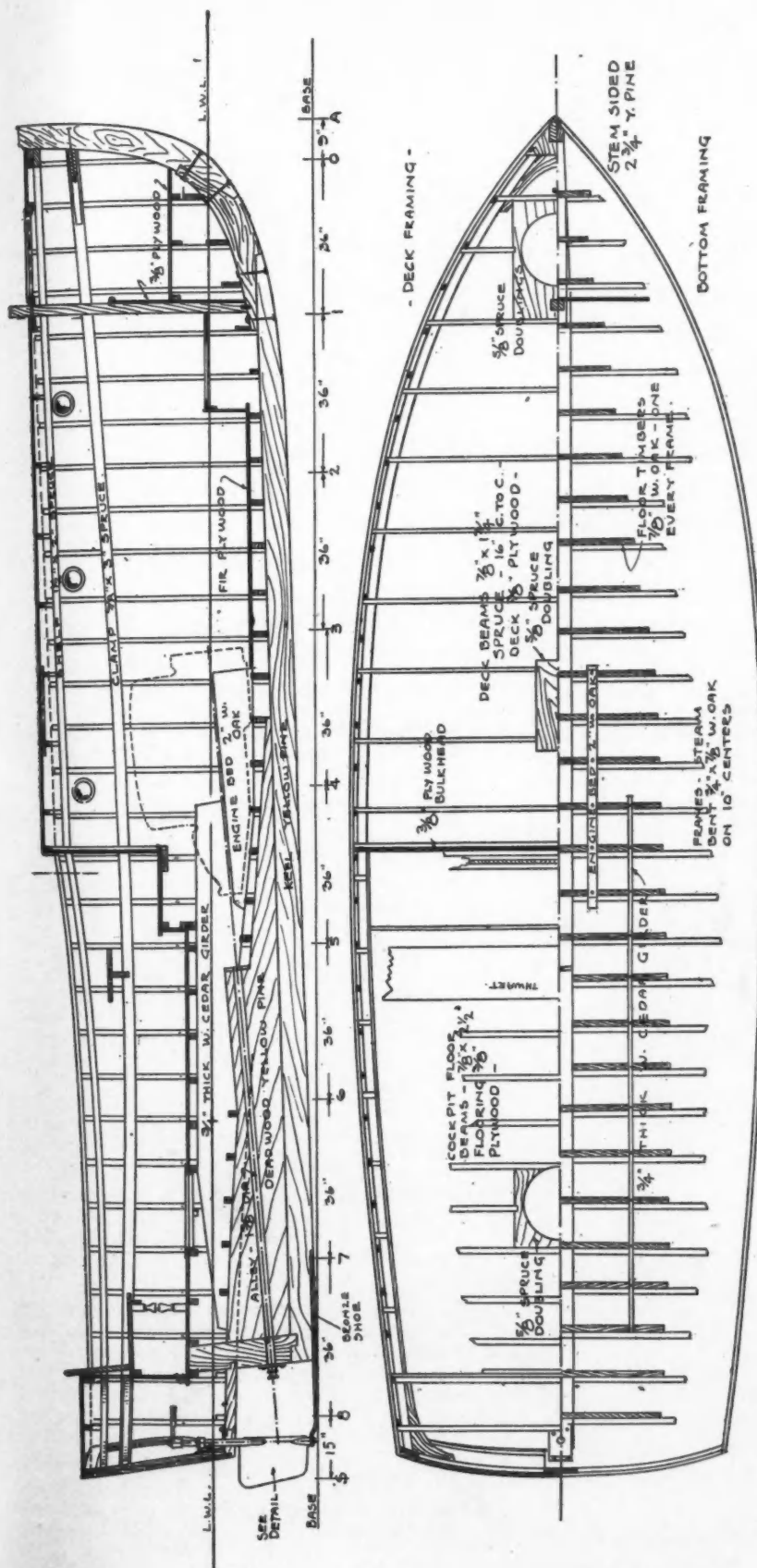


THE STEM - FIGURE 1.

Details of the method of fairing the stem and the side planking



How the forms are set up with the battens in their place



The inboard profile and construction plan for cockpit and deck for the 26-foot day cruiser Ripalong

stem end of the knee, and two at the keel end also. Figure 1 will give a very good idea of how the assembly appears at the forward end of the keel.

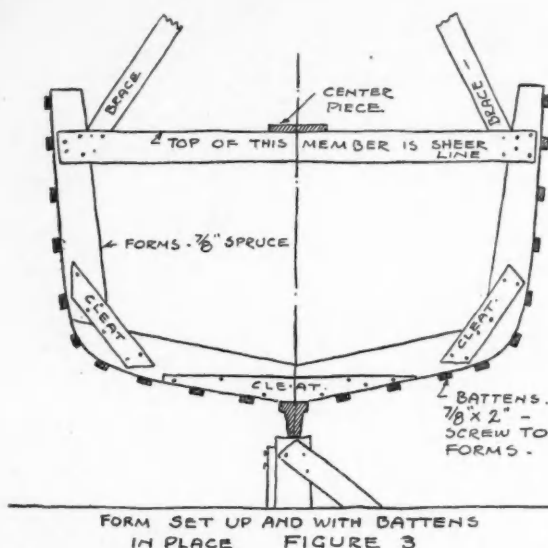
The stern post will be made of materials like the keel and should be allowed to extend up so as to be attached to the two after cockpit floor beams. By building in this manner the deadwood cannot weave. You must remember the deadwood is thin and so you cannot depend upon the floor timbers and frames alone

for its support. It must also be secured laterally.

The deadwood will be made from yellow pine or Philippine mahogany wood. This must be cut from a piece $3\frac{3}{4}$ inches in thickness, 14 inches in width and 12 feet long. The shaft alley should be bored out and will be $1\frac{3}{8}$ inches in diameter. If a suitable ship auger is not to be had it is good practice to rout out the alley from one side; in this case it need not be over $1\frac{1}{4}$ inches square. The open side of the log

will of course be rabbeted and into this rabbet a shutter will be fitted. The shutter will be $1\frac{1}{8}$ inches, and will be well fastened with brass screws set on 5-inch centers.

The keel, deadwood and stern post are fastened together with $\frac{3}{8}$ inch diameter drift bolts, these being pieces of rod cut up into suitable lengths and driven into snug fitting auger holes. If the drift bolts are staggered and toed it is surprising how secure they hold.



The method of setting up the keel and forms so that they are plumb and well secured

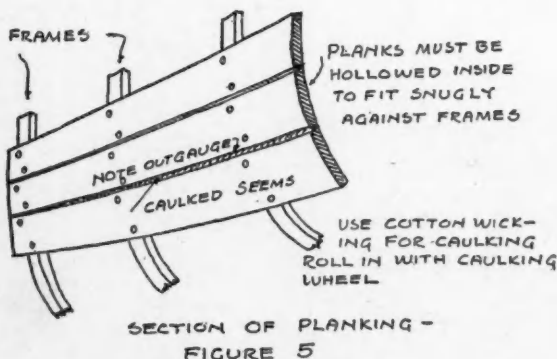
Indeed, it is impossible to extract one without splitting the wood.

You will remember that in May MoToR BoatinG, the process of laying down the lines of the Suicide Class boat Speculation was described, and it is assumed that you have gone through similar processes with the lines of Ripalong. Without laying down to full size it is impossible to arrive at the correct size and form of anything going into the boat's construction. You can see how this will apply here. The full-sized drawing is needed constantly.

For instance, now that we have the keel, deadwood and stem together it is necessary to lay out the rabbet line. How easy it is with the full-size drawing, just a matter of transferring from the floor to the keel, etc.

Now, you must make sure that the rabbet line is located correctly; if anything, see that it is set too far aft rather than forward. Its position is determined by the intersection of the water lines with the side of the stem, or keel, as the case may be. If the rabbet is too far in, a condition like that shown in Figure 1, marked wrong, will result. In other words, the stem will be bull-nosed.

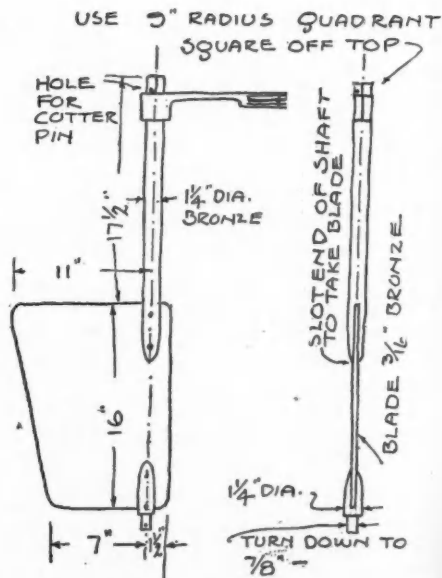
When finished, the stem should fair off with the surface of the planking, or drop away from it at the rabbet line as indicated by right, in the same sketch.



A detail of the planking showing the correct outgauge

The correct angle of the rabbet is determined, first, by laying in the rabbet line and the back rabbet, which is the place at which the inside of the planking intersects the side of the stem. And, second, by using a piece of wood the exact thickness of the planking, and having a squared end, letting this into the side of the stem in a manner that just permits its outer corner to touch the rabbet line and its inner face the back rabbet line. This block of wood is called a fid in these parts, but carries some other names in other boat building communities. Reference to the sketch, Figure 1, will make this process clear. It will be noted that the rabbet is spotted at, say, 10-inch intervals, and these are afterwards connected by eye, so as to form a fair sweep from stem head to stern post.

The keel and stem are now ready to set up. Figure 2 shows the method of this. Four studs well fastened to the floor and braced two ways with $\frac{7}{8}$ spruce are sufficient to carry the weight, and also are close enough together to keep the keel in line. The studs will be 12 inches longer than the distance from



RUDDER - FIGURE 4

Detail from which the rudder can be made

the base line to the bottom of the keel as taken from the laying down plan. This will bring the boat a convenient height from the floor for planking. The stem must be braced both from the floor and the ceiling as shown.

So far we have neglected to mention the horn timber; that scantling which projects from the stern post and to which the stern board is attached. This will be made from yellow pine, sided like the stern post, $3\frac{3}{4}$ inches, and moulded 3 inches. The horn timber is mortised into the stern post as shown and fastened with two long screws.

The stern board is crowned 5 inches in its width and is built over a sawn frame of $1\frac{1}{4}$ by 3 inch oak. The planking is laid double; the inner being laid vertically, and the outer (Continued on page 156)

JUNE, 1929

POPULARITY

plus

COOL, green waters that beckon . . . the staccato bark of a trusty outboard sweeping you on and on . . . putting the miles *behind* . . . and thrilling you with joy in the great outdoors. At last . . . you're there . . . rod poised, muscles taut . . . ready for a day of real sport.

There's where the outboards make their hit . . . win their friends and hold them. Good performance b-r-e-e-d-s popularity!

It's no mere coincidence that finds Valspar's sturdy finish at all the gala occasions of water-sports . . . fishing, racing, cruising.

Outboard or Diesel-powered craft . . . it makes no difference!

Sailormen for a day, or the old yarn-spinning "salts" tell you but one tale when it comes to finishes. It's VALSPAR every time . . . with men who count performance *first*. Because Valspar can take it and *like* it . . . sun, wind, and rain, salt water, oil and grease.

In a bad blow or sultry calm Valspar is safe . . . dependable . . . resistant . . . come what may.

VALENTINE & COMPANY

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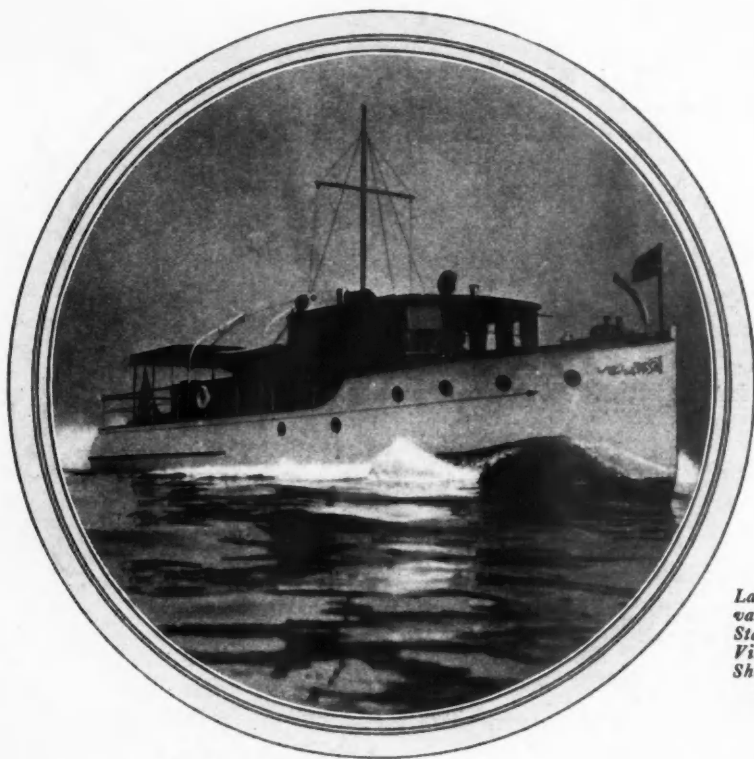
New York, N.Y.



photo by Rosenfeld



Mention MoToR BOATINg, 57th St. at Eighth Ave., New York



Lawrence F. Percival's 50-foot twin Sterling powered Vinyard Cruiser. She does better than 15 miles

YARD AND SHOP

Notes of Interest to Both Owner and Manufacturer

A GRADE OF OIL FOR EVERY MOTOR

THE 1929 edition of the Gargoyle Mobiloil Chart for Motorboat Engines, which lists the correct grade of Mobiloil for all outboard and inboard motors, cruisers and other motor craft, is ready and is being shipped to yacht clubs and dealers.

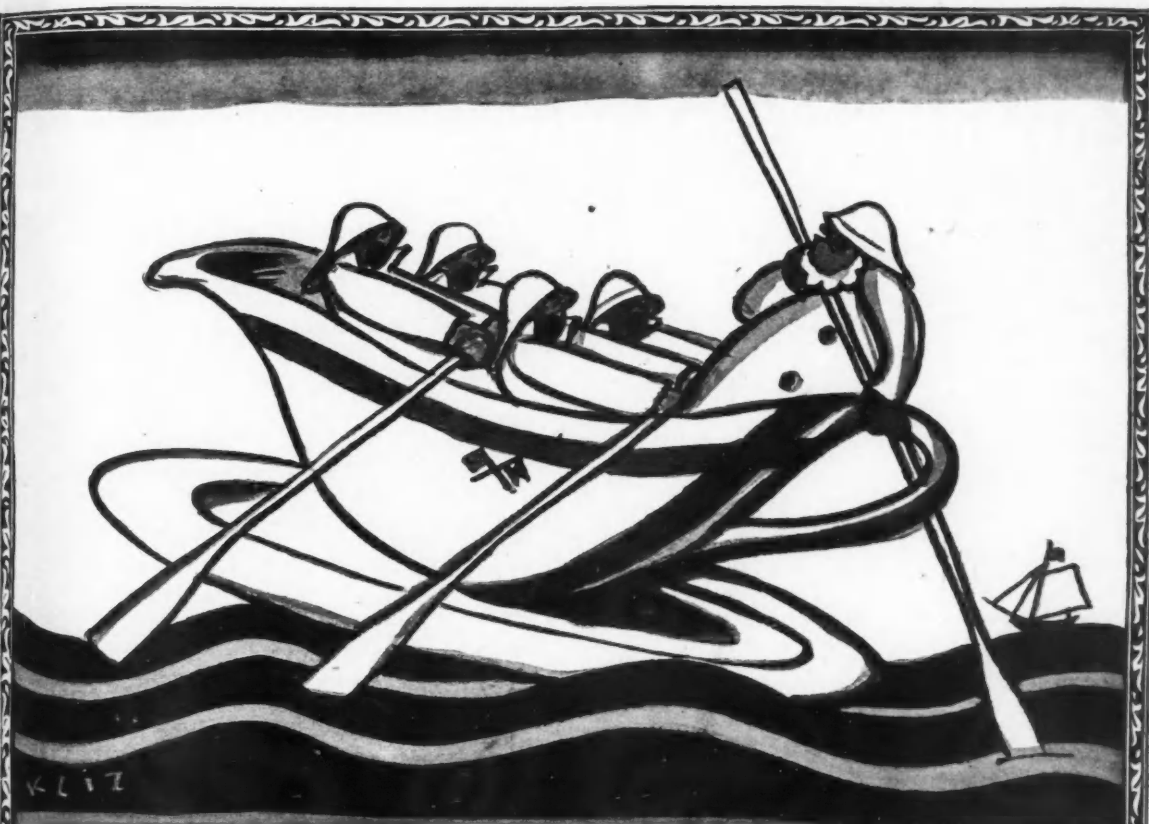
Among the 1929 summer recommendations in this chart are Gargoyle Mobiloil A for the Caille, Elto, Evinrude, Johnson Seahorse, Palmer L. H. Little Huskie and Universal Single Cylinder; Mobiloil BB

for the Buda, Elco, Lathrop 100 and Mystic, Sterling Coast Guard, Universal Flexifour and Chrysler Imperial Model AM; and Mobiloils B for the Hall Scott, Scripps Gold Cup and Stearns Extra Reserve.

This is the second important announcement to come from the Vacuum Oil Company in a few months. The first told of a new improved line of Mobiloil that has been developed to meet the more exacting lubrication needs of today's faster, hotter motor boat, automobiles, airplanes and other automotive units. Exhaustive laboratory and working tests were carried on many



Roger S. Firestone Jr. driving his Scripps powered Baby Gar Black Beauty on Indian Creek, Florida. He is accompanied by classmates from the Coburn School



And it's blow, boys, blow
for Sea-going China and Crystal-O!

HERE'S a fleet of sea-going china with your galley for its port!

Gallant craft all, smart and shipshape, rigged to carry your victuals and present them in good order, ready to serve you many a meal in the style you insist on ashore. At sea — well, many a skipper is hawkeyed about shining brass and coiled rope, who completely forgets his galley. We don't want to remind you that once aboard you are more



than the Skipper—you're the Host. But we do aver that your ship deserves the best. Scrutinize your table gear. Does it recall the famous wrecks from Ulysses to the Vestris? Then overboard with the derelicts and steer straight for

Ovington's. We have fitted many a famous ship, and we can assemble you a complete dinner service for six, emblazoned with the flags of your club and craft for as little as \$63.

"Gifts from all
over the World"

OVINGTON'S

437 Fifth Avenue
New York

Telephone: Caledonia 8702



A general view of the motor boat and engine show arranged in Convention Hall, April 20-27, Detroit, Mich.

months in bringing this well known lubricating oil to a still higher state of perfection.

DETROIT SHOW BIG SUCCESS

Fulfilling the predictions which were made prior to the holding of Detroit's first Motor Boat and Sportsman show, the event which was held from April 20 to 27 proved one of the best of its kind ever held in the United States from both the standpoints of the exhibitors and the public who visited the exhibition. The attendance was up to expectations and those who came to the show were evidently in a frame of mind to buy, as all exhibitors reported splendid sales and lists of prospects which will keep them busy for several months to come.

The boat department of the show was truly representative with smaller types of craft predominating but including a goodly number of large runabouts and cruisers. Yacht brokers and designers were represented and were favorably impressed with the number of people who evidenced interest in the larger types of boats with many prospective buyers on hand. The showing of engines was most complete and those in the industry who have been in attendance at shows for several years were unanimous in saying that Detroit's annual boat show has taken its place along with those which have been established for a greater length of time.

LUXURIOUS NEW RUNABOUT ANNOUNCED

The newest model Dodge Boat, recently announced to the public, is a luxurious and beautiful sedan in the twenty-six foot size.

The new Dodge Sedan has been developed in full conformance with the famous Dodge tradition for quality. It is unusually complete, and has all the refinements and conveniences of motor car enclosed design, which is again in the Dodge tradition.

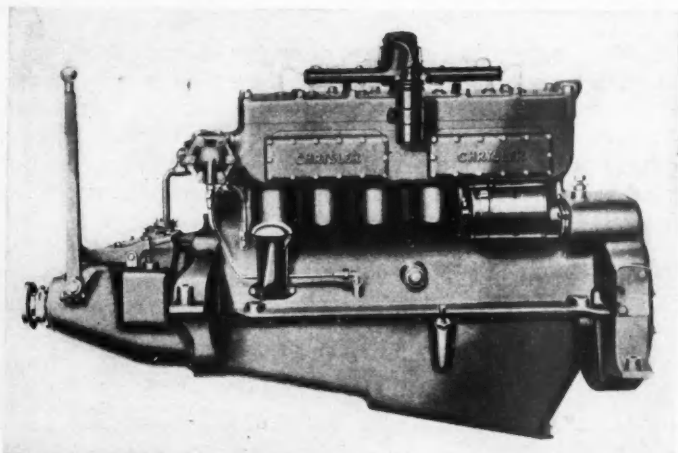
Passengers sitting in this new Sedan find little or nothing inside to tell them that they are sitting in a boat and not in a motor car. The seating arrangement follows the best design in motor car construction

—with spring-filled cushions, comfortable and roomy. The steering gear and dash board are familiarly like those of an automobile. Such finishing touches as a windshield wiper and cigar lighter are among the smaller elements that contribute to new boating luxury.

The windshield is of safety plate glass—and is adjustable for ventilation, as are the side windows. It is only by looking





backward that the passenger or pilot sees a marked change from motor car tradition. In the back of the enclosure are two round port-lights and the entrance hatch.

The entrance hatch is put at the back, rather than at the sides, for convenience. (Continued on page 82)



Type C Chrysler marine engine which is now being used as standard equipment by many builders of fine boats

JUNE, 1929

NOW—a boat motor that folds  . . and
weighs only 38 pounds  . . . stows
almost anywhere  . . . powerful
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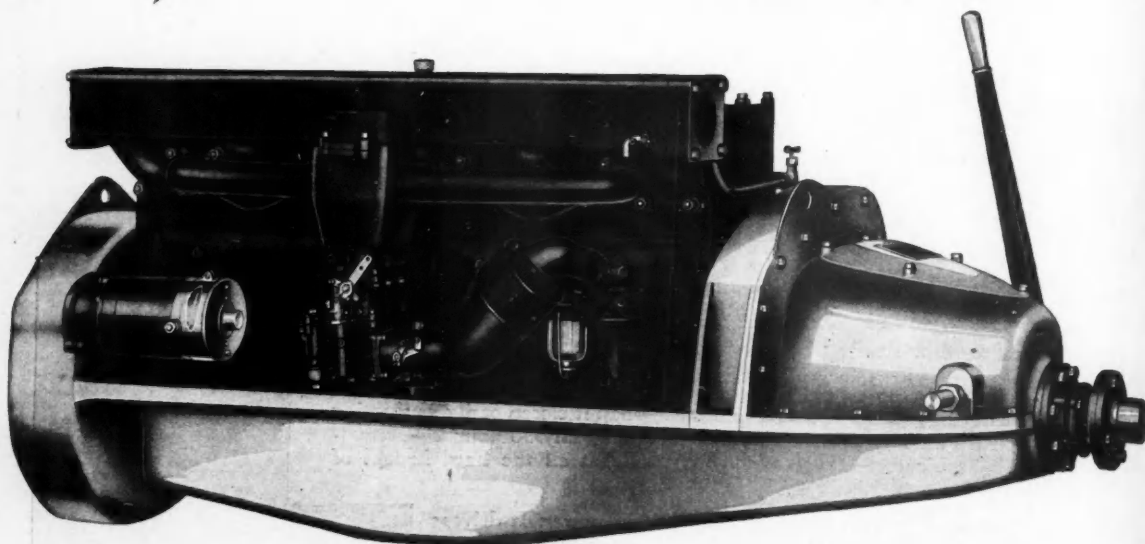
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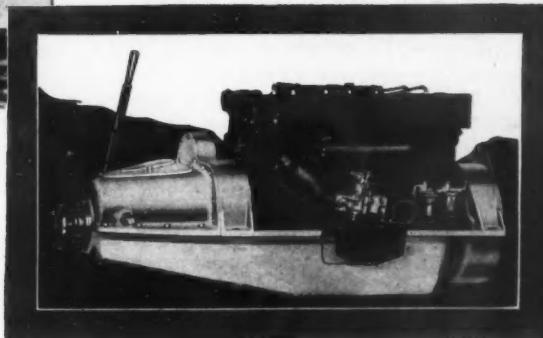
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Weight (Aluminum) 570 lbs.
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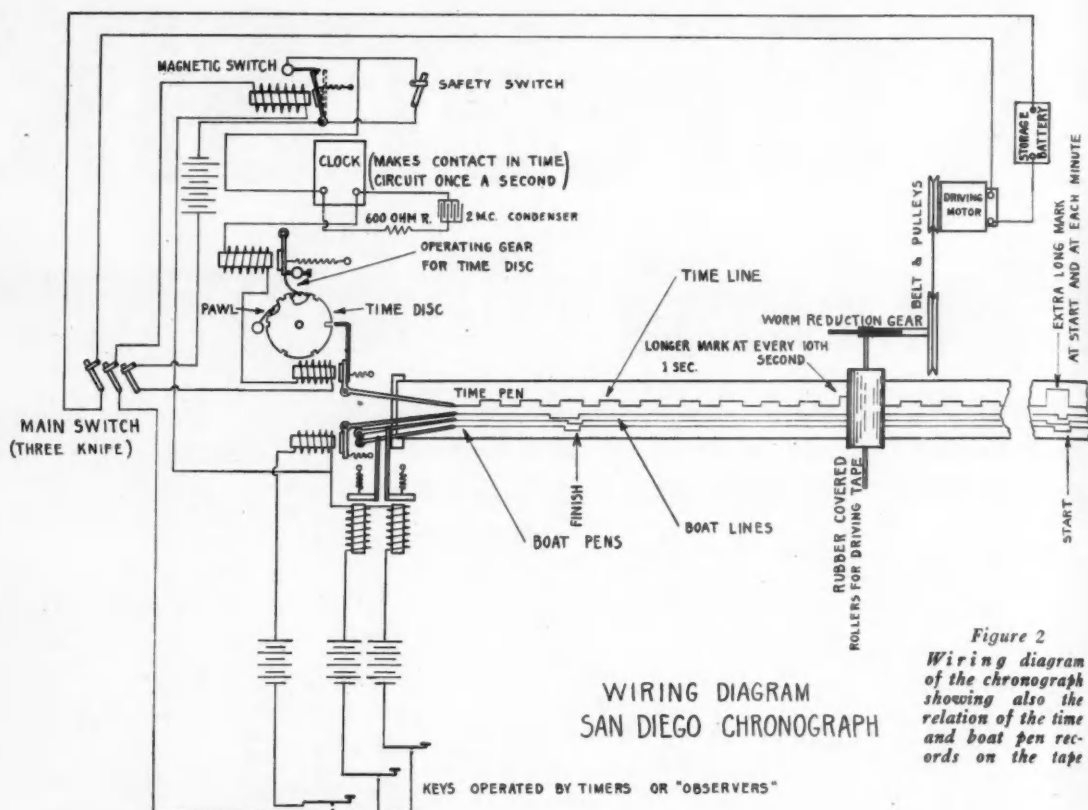


Figure 2
Wiring diagram
of the chronograph
showing also the
relation of the time
and boat pen records
on the tape

ACCURACY IN RECORDS

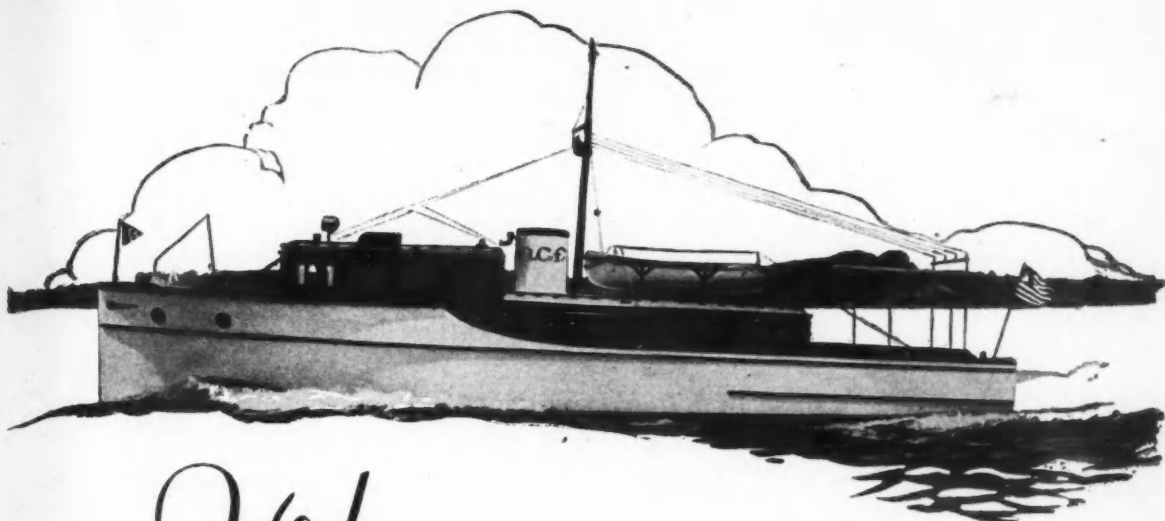
(Continued from page 50)

tively large amount of power to operate the electric contact device which must be fitted to the clock. Small movements are no use, and pendulum clocks, which require a solid foundation if they are to keep good time are similarly useless. It is essential that the clock have a high-grade compensated balance. The gear trains used to drive the hour and minute hands had best be removed to lighten the load on the driving spring and thus provide all available power for operating the contact gear. The contact device consists of a 60 tooth cam wheel or ratchet wheel mounted on a spindle revolving once per minute. The cam wheel must have machine cut teeth spaced evenly with great accuracy. These teeth lift a hardened steel tooth attached to a light spring, the end of which carries a platinum contact point that strikes a platinum tipped contact screw when the steel tooth is dropped by the cam wheel teeth. A photograph shows the details of this device. Such a clock movement complete with the contacts should not cost over \$100.00 to \$150.00 even if a compensated balance has to be specially fitted to it, as was the case with the San Diego instrument. A condenser and resistance are connected across the contacts as shown on the wiring diagram to minimize wearing of the points.

Having secured a satisfactory clock it will next be necessary to provide means for driving, or rather pulling, the tape under the recording pens at constant speed. It is impractical and unnecessary to have the speed of the tape absolutely constant unless synchronous motor drive is adapted which will limit the use of

the chronograph to locations where alternating current is available. All practical requirements can be met however by using a shunt wound direct current motor as such machines will run at practically constant speed so long as the voltage remains constant even though there may be considerable variations in the load on them. With a shunt wound motor of suitable size driving the tape there is no danger of the speed varying appreciably in any one second. This is all that is necessary. The motor must have sufficient power to drive the mechanism easily. If it is heavily loaded the speed will change when the paper tape is touched or written on and errors will result. Toy motors are entirely too small and they are furthermore nearly always series wound. This disqualifies them as a series wound motor changes speed with every change in load and is therefore absolutely useless for running a chronograph. An automobile or truck generator will be found to make an almost ideal chronograph motor. Such generators are shunt or compound wound machines and can be adapted for use as constant speed motors by removing the automatic cut-out. Automotive starting motors by the way are invariably series wound and will not do. The motor of the San Diego chronograph is an old 6-volt truck generator. It is belted to a pulley mounted on a short counter shaft that carries a single thread worm gear which in turn engages a large gear fixed to the shaft of the tape driving roller. The worm and gear are Erector mechanical toy parts. The tape driving roller is of wood and is 4 inches in

(Continued on page 74)



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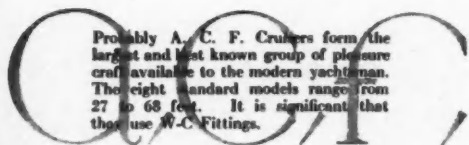
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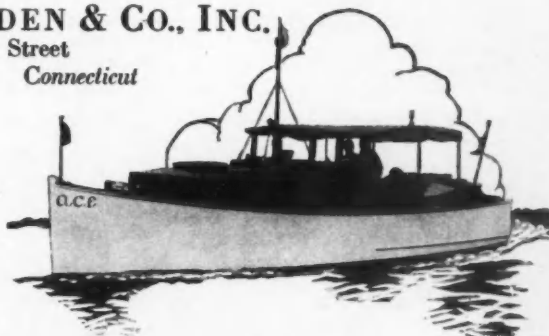
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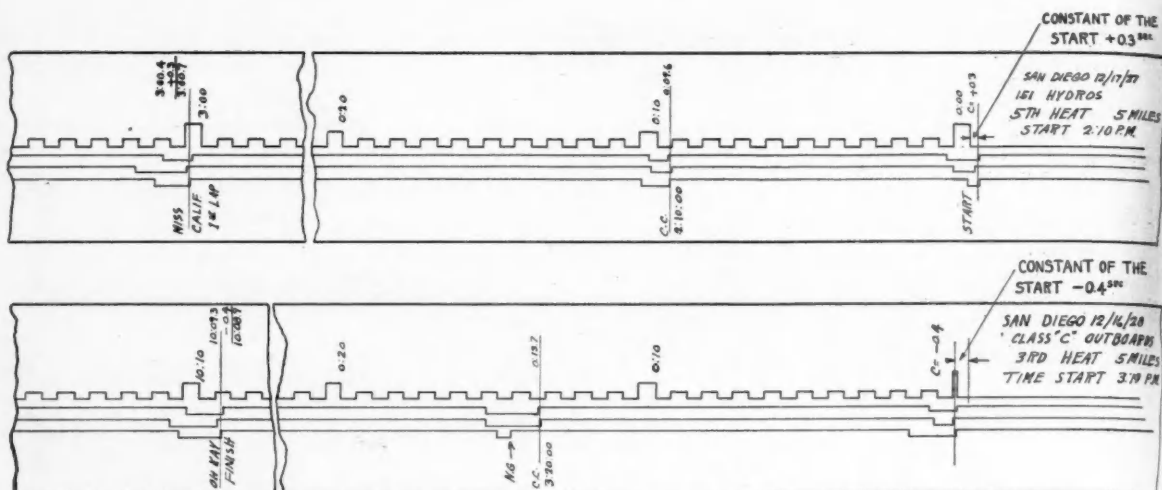
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Chronograph tapes showing a positive constant above and a negative constant below

ACCURACY IN RECORDS

(Continued from page 72)

diameter. A short section of small inner tube is slipped over the wood roller to give a rubber traction surface and the tape is held in contact with it by a spring mounted idler roller which, like the driving roller, is of wood. There are two belt pulleys on the motor of different diameters. The smaller gives a speed of the tape of $\frac{1}{3}$ inch per second. This is used for timing races in competition while a larger pulley is provided for driving the tape at 1 inch per second for timing mile trials. The tape itself is regular adding machine tape $3\frac{1}{2}$ inches wide. The roll of tape is mounted under the table comprising the main frame of the chronograph. From the roll the tape passes up through a slot to the upper surface of the table top across which it travels in a shallow depression $35\frac{1}{8}$ inches wide and $\frac{1}{8}$ inch deep to the tape driving roller and idler which deliver it to a storage box after the manner of a ticker. The recording pens bear on the paper just after it emerges through the slot in the table top.

The pens are fountain recording pens of the type used on meteorological instruments. Special ink made for such pens is used in them. Two general types of these pens are made, one for recording on a vertical, and the other on a horizontal surface. The chronograph pens must naturally be of the type used on horizontal surfaces. They are mounted on spring fingers giving a light but steady contact with the tape.

The pens are actuated by electro magnets in the manner indicated by the drawings and illustrations. The magnets of the San Diego instrument are old 150 ohm telegraph relay coils. The frames, armatures, etc., of the old relays have also been used in building the instrument, as is shown by the photographs.

Perhaps the most complicated, in fact the only complicated part of the chronograph is the device for causing the time pen to make a distinctive mark every ten seconds and at the end of each minute. This is accomplished by having the travel of the time pen limited by an arm attached to and swinging with its armature so that the end of the arm strikes the rim of a small metal disc to limit the pen stroke. This disc, known as the time disc, is driven by a sixty tooth magnetically operated ratchet wheel mounted on its shaft. The magnet of the ratchet device is in circuit with the time pen and clock so the time disc makes exactly one revolution per minute. Shallow notches properly spaced in the rim of the time disc receive the end of the above mentioned arm every tenth second and thus permit the pen to make a longer stroke at ten second intervals. A single deep notch comes round once a minute and causes the time pen to make an exceptionally long stroke. Figure 2, the wiring diagram, and a photograph show the way in which this time disc functions. Note that the disc is actually moved by a spring

(Continued on page 76)

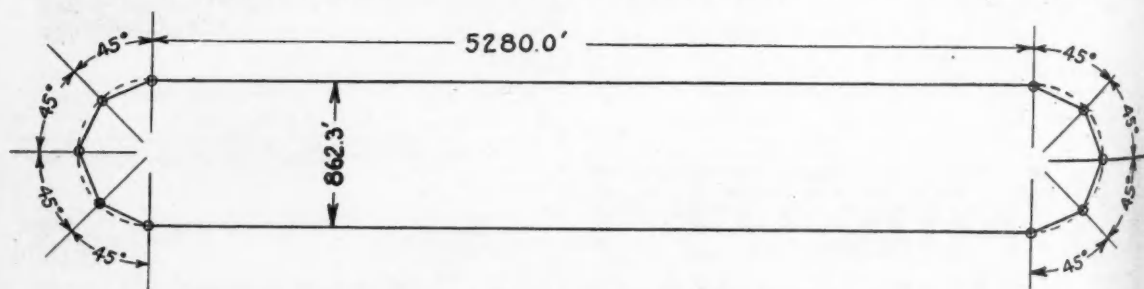
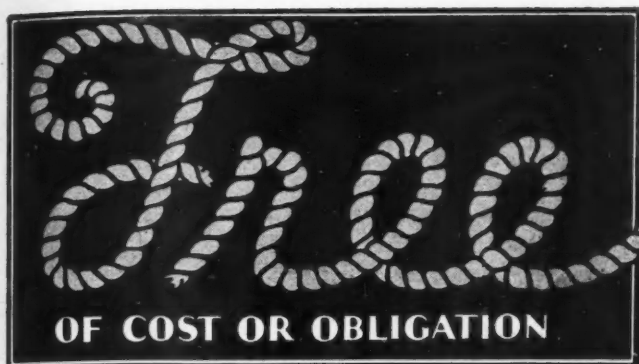
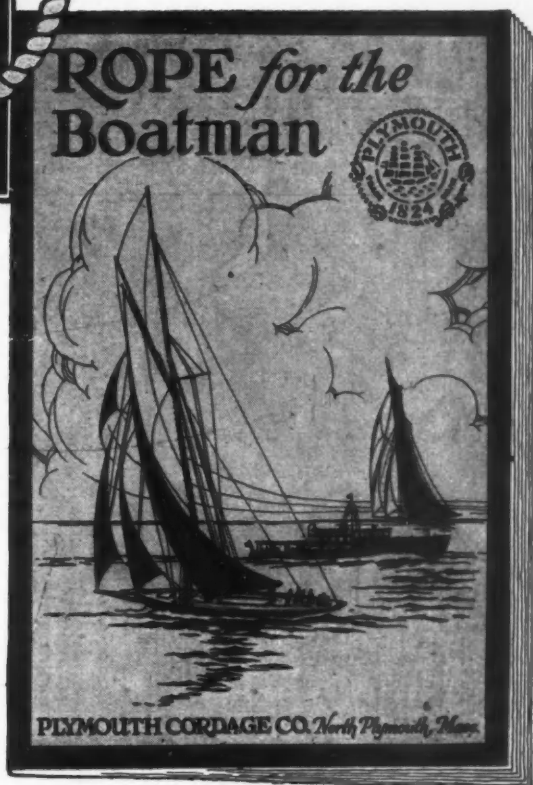


Diagram for a $2\frac{1}{2}$ mile course laid out in compliance with the 1929 outboard racing rules



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ACCURACY IN RECORDS

(Continued from page 74)

ratchet which is reset by the operating magnet. This causes the disc to move when the time pen arm leaves the notch in its rim, and obviates the jamming that is apt to occur if the magnet moves the disc instead of resetting the spring actuated ratchet pawl.

The device to insure the time record beginning at the start of the race is very simple. A glance at the wiring diagram will show how it works. The three time pen magnets and timers keys are wired up so that pressing *any* key not only moves the corresponding boat pen but also closes a magnetically operated switch (built of an old telegraph relay) and starts the time recording mechanism. A knife switch, called the safety switch is provided for short circuiting this magnetically operated switch and guarding against its accidentally opening during a race. If the key is pressed for a start when the clock contacts are open the time pen will begin its record at the next second. The fractional part of a second elapsing between the start of the race and the start of the record will be recorded on the tape however and must be added to all times read from it. If the observers press their keys for a start when the clock contacts are closed the time pen will move simultaneously with the first boat pen but will show a short second at the beginning of its record. The difference between the length of this second and a normal one must be measured on the tape and subtracted from all times read from the record. At San Diego the timing squad has named this correction the constant of the start. Figure 3 shows how these constants are read from the tape and used. They cause less trouble than having the time pen record begin before the start of the race and then subtracting the time of start from all times subsequently read from the tape.

The apparatus comprising the chronograph could be mounted on any suitable base. It will be found most convenient however to mount it on a sturdily built table with a heavy lower shelf for the accommodation of the batteries. Removable panels enclosing this space will be found a convenience. Photographs show the assembly of the San Diego chronograph. It would improve this instrument if the relative positions of the time and boat pens were reversed, as this would facilitate the work of the clerk who writes the names of the contestants opposite their times. The clock movement can be conveniently housed in the space under the chronograph table. It is a good plan to enclose it in a heavy wood box to protect it from sudden temperature changes and to line the box with sheet iron to give protection from magnetic influences. The only time the San Diego chronograph failed in a long season of racing was due to the magnetic gumming of the clock. This trouble has not recurred since the iron lined box was built to protect it.

The batteries used consist of a 6-volt storage battery for the driving motor, and four 22½ volt radio B dry batteries for the recording pens. One of the B batteries operates the time pen and time disc, while the other three operate the three boat pens. A glance at the wiring diagram will show that a single B battery can be arranged to operate all three boat pens. This did not prove satisfactory however as the second and third pens to come into operation at a start or finish were inclined to be sluggish. For this reason the scheme shown on the diagram utilizing three batteries is recommended. Lower voltages than 22½ could have been used for the pen circuits, but the higher voltage has the advantage of requiring less current and therefore causing less wearing and pitting of the contact points, particularly the points in the clock.

To use the chronograph for timing a regatta of any size or importance where it is necessary to give speeds and times to spectators and the press without delay, it will be necessary to have the complete watch timing organization described in the preceding article, and in addition, six men to operate the chronograph. Three of these are the observers or timers. They sit at the timers' table facing the course and have sight vanes like those used by the watch timers to define the start and finish line. Each observer also has conveniently located on the table before him the telegraph key controlling the boat pen that records his observations. The chronometer is also located where the three observers can all see it. The three other men have respectively the duties of chronograph operator, clerk, and tape reader. The operator starts and stops the tape motor, inks the pens, and otherwise makes himself useful. The clerk writes the names of contestants alongside their recorded times on the moving tape as the race progresses. The tape reader's duties are sufficiently described by his title.

The instrument must be set up at least an hour before the start of the first race. It should stand immediately behind the timers' table so that the clerk can see the course and thus check the

identification of contestants made by the chief timer or his assistant. All wiring and connections must be tested and all keys and pens tested at least a half hour before the start, and a short test run should then be made against the chronometer. To make this test the operator inks the pens, sets the time disc so that the time pen arm will drop into the deepest or minute notch at its first stroke and starts the tape motor. The observers press their keys as the second hand of the chronometer comes to an even minute, and press them again exactly five or perhaps ten minutes later. The time interval recorded on the tape plus or minus the constant of the start should then check the interval taken from the chronometer by the observers. It will be found that the three observers hardly ever press their keys at exactly the same time. Their observations can be averaged graphically however by ruling a fine pencil line through the group of boat pen marks so that the sum of the distances from the line of the two marks at one side of it equals the distance of the other mark from the line. The pencil line should be at right angles to the lines drawn by the pens. It is slightly more accurate but much slower to read and record the constant of the start separately for each observer, apply each constant to the recorded times of the appropriate observer, and average the three results. Such refinement however is unwarranted except in the case of mile trials with boats of the fastest type. In reading the record a small paper scale dividing the length of one second as recorded on the tape into tenths will be found a convenience at first. After a little practice however the tape readers will be able to estimate the nearest tenth without making errors, particularly if the clock contacts are so set that the time pen drops back into its normal position exactly at the half second, thus dividing the second into halves and making the estimation of tenths easy. Any large error in the adjustment of the chronograph clock that is revealed by the first test run should be corrected and the run repeated until the instrument keeps within at least 0.2 seconds in ten minutes. It will be found almost impossible to eliminate all error in the run of the instrument. Even if it were running perfectly it is quite possible that errors on the part of the observers would show a small false error when the chronograph is checked against the chronometer.

The instrument after being checked by the above described test run or runs is prepared for the actual start of the first race. The operator makes sure that sufficient paper is on the roll to time the coming event. He then inks the pens, sets the time disc to the starting position (so that the pen will make a long minute stroke at the start of the record) and stands by for the start.

As the boats score down the course the operator starts the chronograph. The observers press their keys on the starter's signal in case a clock start is being used or when the bow of the leading boat—the pole boat—hits the line if the start is a horse race one. In case of a false start of the horse race variety it will be necessary to stop the time pen and time disc by opening the magnetic switch controlling them, reset the time disc, and stop the tape until just before the next attempt at a start. When the boats finally get away the clerk marks the beginning of the record start, the operator closes the safety switch and the race is on!

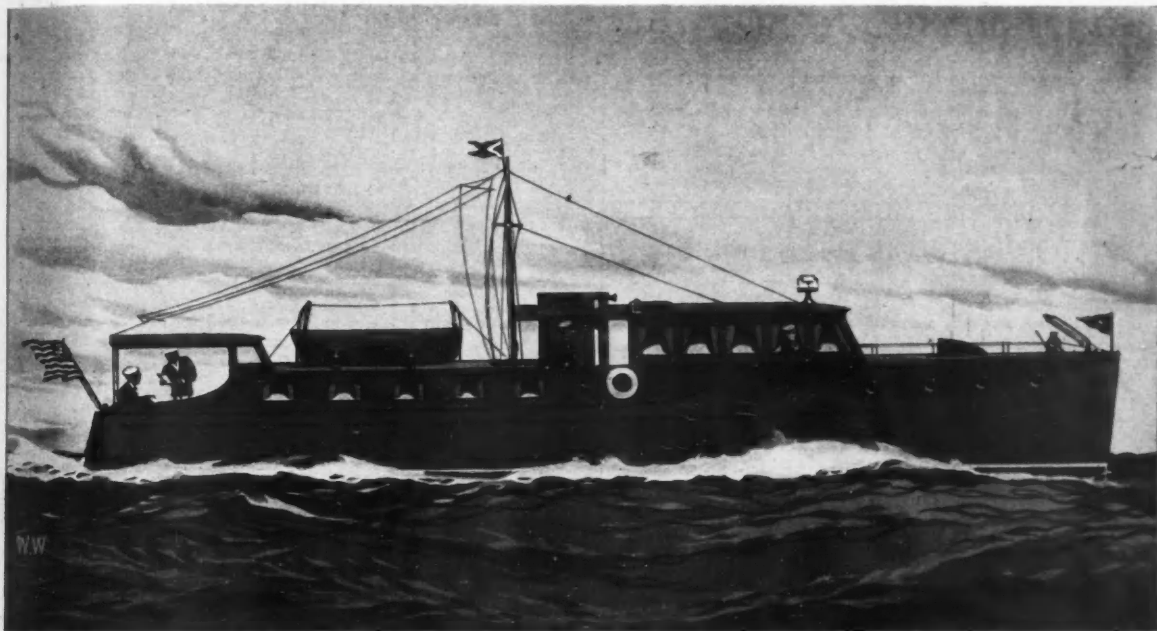
As the chronometer comes to the first even minute after the start, the observers press their keys and the clerk marks the tape C.C.—an abbreviation for chronometer check and enters the corresponding chronometer reading on the tape. For example, 2^h 54^m 00^s. This process is repeated ten minutes later, or if boats are finishing at that time the second check is taken at any convenient even minute after the end of the race. As the record on the tape begins to leave the instrument the tape reader notes on it the event, and time of start. He then determines the constant of the start and as the tape is fed out to him the time at each ten second mark and at each minute is entered in pencil in the manner indicated on the specimen tapes reproduced in Figure 1. The San Diego instrument was at one time equipped with a type wheel which automatically printed these times on the tape but the impact of the wheel interfered with the steady movement of the tape and thus lowered the precision of the instrument. For this reason the type wheel was removed.

As the boats come around at the end of each lap, and as they finish the race the observers press their keys and the clerk enters on the tape the name or racing number of the boat and the number of laps she has completed. The chief timer stands alongside him to identify the boats and check his entries. The tape reader draws a pencil line to graphically average the three observations on each time, writes the time on the tape and applies

(Continued on page 78)

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REGATTA AT PHILADELPHIA.

The Philadelphia Outboard Regatta will be held June 28-29 as a two-day carnival, on the National Rowing course of the Schuylkill River. The Philadelphia Outboard Regatta Association has been reorganized and will hold the regatta with the cooperation of the Philadelphia Chamber of Commerce, the Delaware River Yachtsmen's League, and the National Outboard Association.

The regatta will be the first for the National Association's season, and last year's splendid turn-out of 100 or more entries is expected to be eclipsed this year.

There is a chance that Sir Thomas Lipton, the English yachtsman who last year donated a handsome trophy estimated to cost in excess of \$6,000, will attend the regatta in the role of honorary referee. An invitation is to be extended to him, and an ovation extended if he should come.

Assurance was recently given to him that the regatta will be an annual fixture, by the Philadelphia Chamber of Commerce, and it is expected that the trophy will be placed in the custody of the Chamber shortly. Communications from the English peer have all been optimistic, and he has assured the Philadelphia Association of his best wishes and complete cooperation.

Program of races for the regatta will be similar to last year's event, although certain events will be held on Friday. The exact schedule has not been announced, although it is about ready.

Offers of trophies are coming in more rapidly than last year, and the Association looks for a splendid lot of cups. William Freitag is Commodore of the Association, and its other officers are: Vice Commodore, G. S. Ruhland; Rear Commodore, H. J. Rickmers; Secretary-Treasurer, C. J. Vandever; Chairman of the Board of Governors, August Wilkening; Chairman of Regatta Committee, Jos. A. Tower.

Accuracy in Records

(Continued from page 76)

the constant of the start as indicated, on the specimen tape. After the finish of the race the second chronometer check is compared with the first to make sure that the chronograph has been running regularly. This check not only shows up any error in the chronograph clock but insures that the time disc has not skipped a second due to failure of a ratchet tooth to engage. If the clock is not in perfect adjustment but gains or loses several tenths of a second, the error can be pro-rated to all times read from the tape with but little trouble.

Finally, the tape is removed from the instrument and turned over to another man, usually the Assistant Chief Timer, who checks all readings, entries and computations. The readings are then compared with those of the watch timers and scorers, and if no serious discrepancies exist the tape readings are entered on the rough summary sheet. From this point the summary is worked up in exactly the same manner as described in the second article of this series. In comparing the times taken from the chronograph with the watch times the former figures only are reported on the summaries as the chronograph times are so much more precise than the watch times that a loss rather than a gain in precision would result from averaging them. The chronograph tapes should be kept until all records made have been accepted as correct by the sanctioning association.

The organization of the timing squad described in this and the preceding articles has been in all cases the one which the writer considers necessary for handling large regattas where events follow each other in quick succession and where it is of vital importance to give an official summary of each event to the press within a few minutes of the finish. In race meets where it is planned to have a considerable interval between events it will be possible to reduce the size of the timing squad by making the observers, watch timers, scorers, etc., serve as computers. Such a plan is not to be commended however at a big regatta as it is almost certain to result in the timing squad getting so far behind with computations that a night session of the timing organization is necessary to clear up arrears of work. This means delay in the issue of the summaries and while such a delay may be tolerated in local meets, it must be avoided at any cost short of inaccurate timing in national regattas of importance.

In closing, the writer hopes that the chronograph will come into more general use for timing motor boat races. It offers a far greater degree of precision than can be obtained with watches, and also yields a clearer and more certain record of a large field of contestants than can possibly be obtained by even the most skillful work with watches.

To supplement information given in the first article, a final word must be said about race courses. The recently distributed racing rules for outboards provide that the length of a course shall be measured in straight lines from buoy to buoy. Without making any further comment on the wisdom of this decision by the national racing organizations, the writer must point out that courses laid out to the dimensions given in the first article of this series will not comply with the new rules. Figure 4 shows the dimensions of a course of the general shape advocated by the writer which will comply strictly with the rules as the length measured in straight lines from mark to mark will be two and one half statute miles.

The writer must finally express his appreciation of the assistance, advice and criticism given by Messrs. C. E. Smith, C. A. Martin, C. E. Creamer, and Thomas Maguire, in the preparation of these articles. Without the help of these gentlemen the timing methods used at San Diego could not have been developed and these articles could not have been prepared.

THE MARINE MOTOR

This handy book by Frank W. Sterling explains the why and the how of both the two-cycle and the four-cycle marine engine. The fundamental principles underlying the two general classes are first considered, and the merits and defects of each. Then particular examples of each type are discussed, with their respective strong and weak points, and with a deal of attention to upkeep and repair in time of trouble. The book has many illustrations, including a number of excellent diagrams showing graphically the many intricate matters which Mr. Sterling so thoroughly explains in his clear, untechnical English. And although the work is written primarily for motor-boat owners, the fact that practically all automobile engines are of the four-cycle type, here discussed at length, makes it most useful to motorists as well.

This new book is published by The MacMillan Company, New York.

JUNE, 1929



Lake Montauk's new million-dollar yacht basin provides draft for even Diesel-driven yachts . . . deep, 200-foot broad channel . . . palatial yacht club.

Giant Swordfish and Tuna ... only 3 hours from New York!



DURING July, August and September the big-game fish of the ocean come in abundance into the limpid blue waters off ultra-smart Montauk Beach. There is no off-season! Tuna and swordfish . . . world's champion tackle-smashers . . . are taken on rod and reel!

On cool, starry summer nights talk at the palatial Montauk Manor . . . the Island Supper Club . . . the Montauk Yacht Club . . . vibrates with the day's battle of the century . . . of the record fish that got away.

Fishing, like everything else at this fashionable summer colony on Long Island's slender tip—125 miles out in the Atlantic Ocean—is found in de luxe form. Boats—the most modern fishing cruisers. Guides—experts who have fished all seas.

Yet fishing is but a single diversion. On Montauk's heather-clad downs are two superb 18-hole golf courses—replicas in soil, turf, setting and plan of Britain's best. A million-dollar yacht basin to shelter cruisers and yachts. Thirty miles of bridle paths . . . fox hunting . . . coaches-and-four . . . polo. A wide, gaily-lit boardwalk 1,600 feet long—and surf bathing 125 miles nearer the Gulf Stream. This summer . . . come with your family to Montauk Beach. The peerless spot for a summer home. 10 degrees cooler. Quickly accessible from New York by rail, motor and water.

Make reservations now at the Montauk Manor or write for full descriptive literature. Montauk Beach Development Corporation, Montauk, Long Island, New York Office, The Savoy-Plaza Hotel, Fifth Avenue at 59th Street, Telephone Regent 8872.

montauk beach

ON LONG ISLAND'S SLENDER TIP

Mention MoToR BOATING, 57th St. at Eighth Ave., New York

Cruising on Inland Waters

(Continued from page 27)

things, whatever things might be, would not start happening inside of three or four hours. If we acted quickly we might in the meantime get across to other shelter. The coast guard captain, when consulted by telephone, took a genuine and kindly interest in advising us of surrounding weather conditions and thought that it would be safe to start.

The eastern end of Lake Ontario is an inhospitable region for slow-travelling, small, open boats. There are few places between Oswego and Stony Point, a distance of thirty-five miles if the shore line is followed, where shelter can be found. Five days of watchful waiting had inspired within us a profound respect for Ontario in her stormier moods and we had no inclination to head out straight across the open lake. Land, even though it presents no sheltering harbors, is at least land, and there are times when it is comforting to have it in sight. We planned therefore to cut across the wide mouth of Mexico Bay and keep the eastern end of the lake in sight as we headed north toward Kingston.

In less than half an hour after the discovery of the wind's decrease Pons pushed an inquiring nose around the end of the breakwater. The size of the residual roll left by a week of storms was disconcerting but our boat displayed a reassuring knowledge of the way to climb up and over each long swell.

At the point where the compass course leading across the mouth of Mexico Bay was to be set the sky grew black, a few drops of rain spattered rings of widening circles on the leaden surface of the heaving lake. To add to our anxiety the hitherto faithful engine skipped a beat or two. Our hearts skipped several and we scanned the expanse of water about us anxiously for signs of a surface shiver, precursor of a wind. But there was not a ripple on the restlessly heaving swells. Two hours and fifteen minutes would take us across to the eastern shore. Land faded from sight in the murky haze astern before we could discern anything but water in the gloom ahead.

The elements conspired to keep things interesting and they succeeded admirably, but the wind was kind. It withheld its breath all afternoon. Pons yawed and rolled in the quartering sea and the compass card swung accordingly. Though we heard thunder in the distance and toward evening saw long flashes of lightning in the black wall of clouds behind no storm overtook us and by dark we were safely within the sheltering arms of Basin Harbor on Grenadier Island, a good fifty miles by the course we had followed from Oswego.

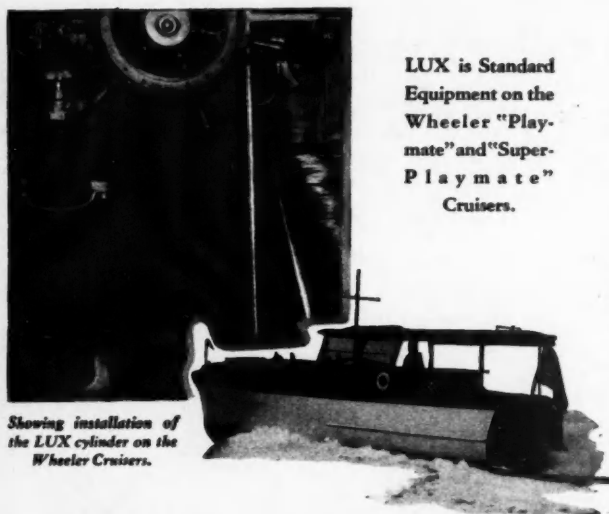
We had selected Basin Harbor as an anchorage by consultation with the chart and it proved to be even better than the chart had given us reason to expect. Tall Lombardy poplars stood like guards on the sheltering arms of the little bay. The yellow glow of lamp light from a farm and the tinkle of cow bells along the shore added to the feeling of peaceful security by its quiet water.

In general, we found that shelter could be located more satisfactorily on advice from friends. One moral of our tale is get charts. If anything goes wrong the charts are fair shelter themselves.

Secure in the knowledge that the worst of Lake Ontario lay behind we were little worried the next morning by the fresh north-east wind which had come up during the night. A course was set for the buoy off Long Point at the south-western end of Wolfe Island. The farther we progressed along this course, however, the more acutely conscious we became of the fact that we were trying to cross the head waters of the St. Lawrence River at a point where the wind was sweeping a bonny sea toward us down a stretch of nearly twenty miles of open water in the narrow channel between Wolfe Island and Cape Vincent. The water was churned into white caps all about us and immediately ahead things looked even worse. Our course kept Pons broadside to the wind. She rolled alarmingly and things were getting rather wet. "Pretty rough!" shouted the skipper to the mate who was hunched over on the floor in an attempt to find out without letting the chart blow away just how much more rough water might be expected.

Just then an ugly looking wave bared its teeth and towered threateningly above us ready to pour the whole of itself on board while Pons was occupied in sliding down the back side of its predecessor. A sudden lurch that nearly threw the other gunwale under averted the catastrophe and only spray came on board but things were getting too thick for comfort on the starboard beam.

(Continued on page 84)



Showing installation of the LUX cylinder on the Wheeler Cruisers.

LUX is Standard Equipment on the Wheeler "Playmate" and "Super Playmate" Cruisers.

Fire Holds No Terrors For the LUX-EQUIPPED

The possibility of fire is something which no boat owner likes to think about, and yet the danger is always lurking behind his back—sometimes to appear at the most unexpected moments.

No matter how sudden or unexpected the fire, the owner of a LUX System is never caught napping. For the most terrific blaze of burning oil or gasoline is extinguished by LUX Gas in a few seconds.

Besides extinguishing the fire completely without any harmful after effects, the LUX System is operated without exposing the operator to the flames. The LUX Gas, released from the cylinder by the pull of a handle in a safe part of the boat, is distributed to the protected area through a piping system.

LUX protection may be had at only a nominal cost—some systems are as low as \$55.

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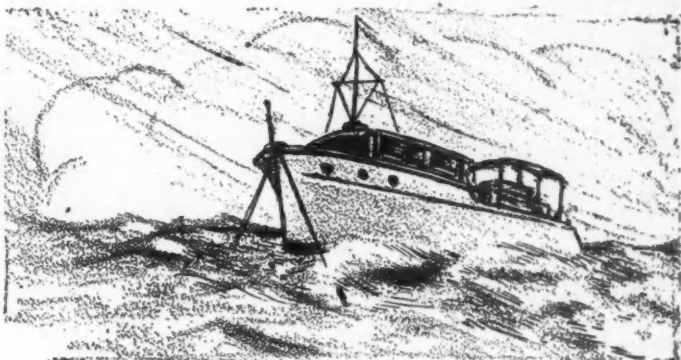
LUX

Underwriters' Labeled Yacht
Fire Extinguishing System

STANDS A 24 HOUR WATCH—Never asks for Shore Leave!



The "Master"



Patents
Applied
For

OBERDORFER

MASTER AUTOMATIC ELECTRIC BILGE PUMP

EVERY minute of the day and night, at anchor or at sea, whether calm or stormy, the Oberdorfer "Master" Bilge Pump maintains a ceaseless vigil over your craft. Whenever bilge water rises to threaten its safety, the "Master" quickly gets into action and pumps until the water is lowered. The "Master" and the Improved Model "B" Automatic Bilge Pumps are available in 6 and 12 volt units.

If you do not have current available you will want an Oberdorfer Hand Bilge Pump. It is also used as an auxiliary to a motor driven pump.

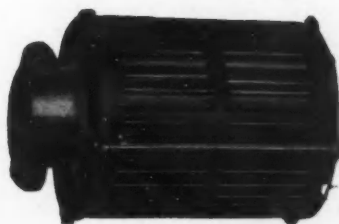
Oberdorfer Motor Driven Outfits, with both Gear and Centrifugal Pumps, will do all kinds of pumping jobs aboard your boat.

Oberdorfer Bronze Gear Circulating Pumps are backed by half a century of experience in building dependable pumps. In forms, types and sizes for every marine motor.

Write for Bulletins on the Complete Line of Oberdorfer Pumps

M. L. OBERDORFER BRASS CO.
2200 Thompson Road
Syracuse, N. Y.

Oberdorfer BACKFIRE TRAP



IN TWO SIZES

Patents Applied For
A motor backfire means DANGER unless your motor is equipped with an Oberdorfer Backfire Trap. This protective device cools backfire flame and breaks its force to a point of harmlessness. It has been submitted to Underwriters Laboratories and has successfully passed their test requirements and is manufactured under their re-examination service.



HAND PUMP
Detachable Handle



Type A—Form X
Ceco AXE



Improved Model "B"
Patents Applied For

Oberdorfer Pumps



OVER THE TRACKLESS TRAIL, take the Portable Victrola!

Speeding 'cross the bay or lazing in the sun, now you can multiply your joy with the gayety of real music. Equip your boat with the portable Victrola . . .

You can stow the little portable Victrola comfortably on the smallest craft. It's handy as a small overnight bag. Dampness won't hurt its all-steel construction. To save you trouble, records stop automatically after playing; even when it's flat on the deck the special winding feature makes it easy to wind. Carries records under the lid. Indestructible. Best of all, its Orthophonic-type sound-box insures marvelous tone—such as you can get in no other instrument of its size.

Be ready. Come in and get your portable Victrola now.

Portable Victrola



VICTROLA NO. 2-55 \$35
LIST PRICE . . . \$35

Yard and Shop

(Continued from page 68)

Passengers may enter the sedan enclosed cockpit from the deck or the rear cockpit. The hatch, developed in the same manner as in luxurious cruisers and commuters, slides forward out of the way. It can be closed and made weathertight from inside.

An unusual development in this new twenty-six foot model is the use of a straight-eight power plant, a new eight in line marine engine developed for the Dodge Boat by the Lycoming Manufacturing Company, the world's largest builders of straight-eight motors. A companion model is a larger, more commodious sedan in the thirty-foot size.

This new model is one of the early steps in a greatly enlarged program of expansion recently announced. Other Dodge developments include the erection of a new and larger plant in eastern waters, the establishment of display salons and service stations in key centers, and the expansion of models to include cruisers and commuters built in a special custom division.

GREAT ACTIVITY IN MID-WEST YARD

Boat yards all over the country are bustling with activity this spring in an extensive construction program embracing everything from small boats and cruisers to large yachts.

Out in Bay City, Michigan, the Defoe Boat and Motor Works have received their share of the great number of new contracts, and in the large yacht class alone construction is under way on seven vessels, four of which are over 100 feet in length.

Of these the largest is a 170-foot steel diesel yacht for C. F. Kettering of Detroit. Two more of the same type of craft are being built for A. V. Davis of New York and W. H. Alworth of Duluth. These are 140 and 135 feet in length respectively. A 106-footer with Diesel power is scheduled for May delivery to A. DeRoy of Detroit. The remaining three yachts are 83, 75 and 61 feet in length.

SPORT CRUISER FOR NEW YORK YACHTSMAN

A gentleman's sport cruiser, 122 feet in length, has been designed by Henry J. Gielow, Inc., for F. H. Goodyear of New York and is to be launched on December 1 of this year from the yards of George Lawley and Sons Corporation, Neponset, Mass.

The new boat is a somewhat radical departure from usual design and is to be the forerunner of a type which Gielow expects to popularize among American yachtsmen.

Two 8-cylinder 300 h. p. Bessemer Diesel engines will supply the power, and electric refrigeration, hot water heating plant and cooling system are included in the arrangements. Accommodations will include four staterooms with three baths, an 18-foot dining salon and a 20-foot lounging salon in the deckhouse on the after deck.

C. F. LOEW TAKES NEW POST

Announcement is made of the connection of Charles F. Loew with the marine engine division of the Lycoming Manufacturing Company, where he assumed his duties on May 1. Several new models have been proposed by the Lycoming Company and Mr. Loew's work will deal first with the engineering and later with the sales division of the organization.

CRUISABOUT OPENS NAVIGATION ON STATE CANAL

The first boat to clear over the New York State Barge Canal for the east was Tyte II, a 28-foot Richardson Cruisabout owned and operated by R. T. Tyrell of Mattituck and New York City. Mr. Tyrell, with a party of four, arrived at the factory of the Richardson Boat Company, Inc., on Friday, April 12.

After a short trial run to acquaint themselves with the handling of the Cruisabout, they headed east. At Lockport, N. Y., they were informed by the lock operators that Tyte II was the first boat to clear for New York City in 1929 and to make use of the longest artificial inland waterway in the world on which thousands of boats will be in use this summer.

COLONIAL YACHT CLUB MOVES

The Colonial Yacht Club Town House, at 257 Madison Avenue, has been discontinued and new club headquarters and accommodations have been taken at The Duane, 237 Madison Avenue.

Members and yachting friends are cordially invited and urged to attend the daily luncheons at the new quarters from 12:30 to 2:00, on the mezzanine of The Duane.

You will be sure to like the change, and all the familiar fixtures, furnishings, and trappings of the late Grill Room of the former Town House, now adorn the Special Club Rooms at The Duane.

The food is good and the atmosphere is better. Table d'hôte luncheon is served, or a la carte, if you prefer.

Come and join the gang and get acquainted with New York yachtsmen, and hear some lively boat talk.

COOPER AND BESSEMER CONSOLIDATE

Bessemer Diesel engines for both marine and stationary service are destined to become still more popular if the plans of the new Cooper-Bessemer Corporation are carried through and there is every reason to believe that they will be. The new corporation, which has been announced recently, represents another sizeable combination of two pioneer building firms.

The C. & G. Cooper Company, located at Mt. Vernon, Ohio, now in its 96th year, has had an unbroken engine building experience covering nearly a century. Thousands of steam engines, gas engines and recently Diesel engines, located all over the world, have established an enviable reputation for Cooper built engines.

The Bessemer Engine Company at Grove City, Pennsylvania, has been building engines for 31 years and has more units of the size built in operation than any other manufacturer. In recent years Bessemer Diesel engines have been occupying a prominent position among American built diesels especially for marine service.

The combined engineering talent of these two old but progressive companies should insure a still stronger position for Bessemer Diesels in the future. They will also have unlimited research facilities for developing new features of design. The Diesel industry generally may expect to profit from the developments made possible by such an organization and American Diesel users will need no longer look to Europe for refinements of design.

(Continued on page 162)

JUNE, 1929

"Hats Off" To These Men

and Their

LOCKWOOD OUTBOARD MOTORS



Photo by International News Reel Corp.

H. S. Harris (left) and J. D. Ramsey, waving to the crowd as they near Pier A, Battery, New York City, at the end of their 1600 mile voyage.

Think of the daring—think of the courage—think of the faith of these two men. Then think, too, of the stamina, power and dependability of the little Outboards that drove their 15 ft. boat, the Ramseybout, from Miami to New York City, through high winds and heavy seas, in 26 days.

Longest — Fastest — Hardest Outboard Motor Voyage Ever Attempted and Completed

All records for Outboard Motor cruising are broken. Never before has any Outboard-powered craft made such speed in such seas, fought such a terrific battle with the elements and come through with the "Motors running sweeter all the time."

1600 Miles in 26 Days

Only 4 days of pleasant weather were encountered. In two of these days of perfect weather, one-third of the distance was covered. Both men, J. D. Ramsey, the Builder, and H. S. Harris, the Designer, declare that with good weather, they are confident they can make the entire trip in 7 days. However, as a demonstration of the speed and seaworthiness of the boat and the power and stamina of the Motors, no more striking proof will ever be found than lies in the record of this amazing voyage.

Motors with Endurance That Matched Their Courage

When this long trip was planned, these men knew they were entrusting their lives to the power, stamina and durability of the Lockwood Motors. They knew their boat was right. They were sure of their courage. And to Lockwood Motors they assigned the task of supplying the one great thing that must *not* fail—Power. The achievement writes a new page in Outboard Motor history. It has brought to Lockwood Motors, new laurels prized more highly than the many cups that Lockwood speed has won.

First and above all we are striving to build Motors of matchless stamina, as well as speed.

Write for Free Catalog

LOCKWOOD DIVISION Outboard Motors Corporation

91 S. Jackson Street

Jackson, Michigan



Photo by International News Reel Corp.

Crowd at Pier A, Battery, New York, cheers the arrival of the daring adventurers.



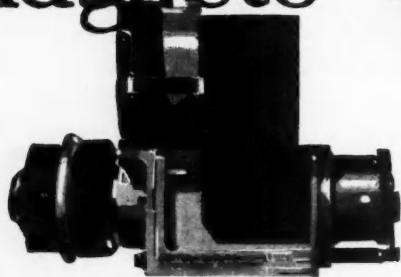
Photo by International News Reel Corp.

Close-up view of the 15 ft. Ramseybout, powered by two Lockwood Motors, as it completed the 1600 mile sea voyage from Miami to New York.

Mention MoToR Boating, 57th St. at Eighth Ave., New York

AMERICAN BOSCH

'U' type magneto



Lighter in weight, more compact and structurally better than any magneto heretofore produced, the new "U" type AMERICAN BOSCH Magneto has established new standards of operating efficiency and economy. It has been adopted as the standard equipment by many of the foremost marine engine manufacturers throughout the country. The American Bosch "U" type magneto is sealed against all dust, dirt, moisture and oil. It cannot be overoiled. The bearings are lubricated and sealed at the factory. It is the modern magneto for modern motor equipment. Those who want trouble-proof magneto service will find the new "U" type the outstanding magneto of today. Write to us for the interesting details.

**AMERICAN BOSCH
MAGNETO CORP.**
SPRINGFIELD, MASSACHUSETTS
BRANCHES: NEW YORK DETROIT
CHICAGO SAN FRANCISCO

Cruising on Inland Waters

(Continued from page 80)

Speed was reduced as much as possible and the bow brought into the wind. The plunging motion as Pons slapped downward from each crest was preferable to her lurching in the troughs. Spray flew high and everything on board was generously drenched before we reached the shelter of the lee shore, but no green water came aboard.

We dropped anchor in the quiet shelter of Mud Harbor on the mainland opposite Grenadier Island where we had spent the night. Drawing deep breaths of relief we swore never again to explore such choppy water.

"Good engine," said the skipper to the faithful little Mett. He rubbed its greasy head caressingly with his handkerchief. We recalled the words of the one person who, upon hearing of the projected boat trip, had congratulated us upon the plan because it was such a sane and restful way to spend a summer. That person had not seen our boat.

Waiting for the wind to go down was familiar business. Drenched clothes and belongings were shaken out to dry. After all, the delay was opportune. A vain remnant of a sense of propriety had deterred us from hanging out a family wash while anchored at the Oswego Yacht Club. Being sorely in need of clean clothes, soap and hot water were brought into action in the quiet seclusion of Mud Harbor, the clear water of which quite belied its homely name. Clothes lines were stretched from stem to stern and before long Pons resembled a disabled sea bird about to moult its feathers.

The precipitous departure from Oswego had been made without stopping to stock up with groceries. Our last potato, cracker and can of soup had long since fulfilled their destiny. No store was in sight so the afternoon was spent in a quest for farm products.

Returning to Pons with the trophies of the hunt we observed that the wind had ceased blowing. Thoughts of food were regretfully abandoned. We pushed off to head once more for the buoy off Long Point, this time with better success. Only a long roll, broadside on, reminded us of our morning's unwelcome saturation with spray.

Darkness descended, but having started, we were anxious to push on to Kingston. The chart showed numerous exclamation points in the vicinity of our course. Our only substitute for a spot light was a debilitated flash light. Black clouds did their effective bit to render sky, land and water indistinguishable.

Anyone who has approached a strange city from the water at night knows the difficulty of differentiating near lights from distant ones. Our low viewpoint served to aggravate the difficulty. Pons narrowly missed climbing out on shore before we realized that we had neared it. The harbor range lights could not be distinguished from their myriads of competitors. For once, our slowest speed seemed a breakneck pace, but we reached the causeway bridge without mishap. The anchor was dropped and attention turned to the urgent business of appeasing famished appetites.

By daylight we marvelled at our success as we gazed back upon our path of the night before, a path into which numerous jetties and docks protruded. The harbor bristled with spar buoys, the exclamation points of the chart. Only beginner's luck had enabled us to evade them.

"Pons *asinorum*!" the skipper murmured as though swearing softly to himself, "I'd hate to try that again."

If we were to proceed through the Rideau canal and lakes to Ottawa, as we hoped to do, it would be essential to have charts. The Canadian government does not publish charts of this waterway but a booklet of them published privately by Dr. Lake had been recommended to us so we sought out Dr. Lake. We found him to be an eye, ear, nose and throat specialist who, at the moment of our arrival, was hard at work. The legs and French-heeled shoes of a patient could be seen, raised high in the air by the tilt of the examining chair, through the doorway. Dr. Lake, a genial, white haired gentleman, left his work to greet us. He was delighted to hear that we were interested in the Rideau trip. There was much information of value that he could give us and we were eager to hear all that he had to tell. His enthusiasm was contagious but the inter-gesticulating of the heels visible through the doorway cut short the interview.

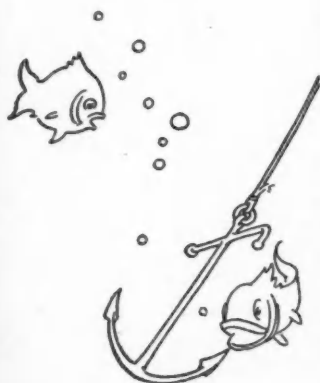
When, loaded with charts and groceries, we returned to Pons where we had left her by the bridge we discovered a hitherto unsuspected propensity on her part. Like a hen with a brood of chicks she gathered all the fish in the river beneath her. The causeway bridge was a full half mile long. We would have guessed that the fishing would be equally good off either side of its entire length, but not so the real fishermen. They were all crowding for places on the wall above Pons and vying for hook space beneath her.

(Continued on page 86)



When it's "anchors aweigh" for the summer cruise

Put Your Trust in Universal Reliability



No mere landsman can know the thrill that comes when you get 'er old hook up, and with engines purring, head her nose out to sea. Universal owners know this thrill as few others can, for they know that their Universals will keep a-plugging day in and day out—with no more trouble and no more worry than the ordinary man devotes to his cockpit cushions. For Universals are marine motors, designed and built to do a marine engine's job—to do it under any and all conditions—to do it when it is forty fathoms to the nearest resting place, and forty miles to a mechanic.

UNIVERSAL MOTOR COMPANY
Dept. MBG-6 - - - - - Oshkosh, Wisconsin

New York Showroom: 44 Warren Street
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UNIVERSAL MARINE MOTORS

NOT CONNECTED WITH ANY OTHER FIRM USING THE NAME "UNIVERSAL"

The most powerful motor for its weight in its class. 35 or 45 H. P. $3\frac{1}{4} \times 4\frac{1}{2}$. Only 425 lbs. in weight. Every working part oversize for dependable service and long life. Completely equipped, including reserve oil supply tank, oil cooler, electric starting, light, and ignition. Universal silent reduction drive for those who want to turn a big wheel.

Send for our new catalogs

Also
the Universal
Single Cylinder
6-8 H. P.
Flexifour
10-15 H. P.
Six
75-85 H. P.
Eight
110 H. P.

Cruising on Inland Waters

(Continued from page 84)

The Rideau waterway takes advantage of two natural water courses between Kingston and Ottawa. An artificial cut four-fifths of a mile in length was made across the divide between two watersheds. In constructing a navigable channel dams were built at the foot of river rapids and the backing up of impounded water drowned large areas of forested land. In the course of time winter storms and ice have broken away the tops of many of the drowned trees but their stumps are still standing under water and constitute a menace to the unwary motor boat that strays from the channel. Channel, in consequence, is defined as any place which was originally too rocky for trees to grow.

There are forty-seven locks in the Rideau waterway. From Kingston to the summit level one rises one hundred and sixty-five feet. In descending from the summit level to Ottawa there is a drop of one hundred and ninety-two feet.

As we headed up the Cataragui River toward the lake country we realized that there was work cut out for us. The water was so filled with green weed seeds that it suggested highly nutritious pea soup and the wake of a boat several hours ahead of us was still plainly visible. It was impossible to see beneath the surface. Moreover, the canal authorities appeared to fear that they would spoil the sport of navigating should they place buoys within sight of one another. In some places bushes were used instead of buoys to mark the channel, an arrangement which is not so hot from the navigator's standpoint but one which relieves the commissioners from blame if the buoys are ever misplaced, since they are obviously apt to grow anywhere, even on shore. To add to our private difficulties, Pons was a one speed boat. She could travel magnificently at six to seven miles an hour but she had neither clutch nor reverse gear and no slower than that would she go.

Dr. Lake's charts and sailing directions were an invaluable aid but there were times when skipper and mate despaired of success in their frenzied attempts to find and hold a course between "a thick clump of trees back of single tree close to end of Barker's Point at J (on the chart)," and "highest point of trees in skyline on east shore, a little south of old glue factory." Should we make a mistake about the tree or the highest point of trees in what seemed to us to be an extraordinarily level skyline, the chart indicated that every known form of marine disaster was in store for us.

However, conditions improved as we progressed although there were places where weeds were so abundant even in the channel that they wrapped about the propeller until it stopped and the boat took up the rotating. Whenever this contingency arose the skipper curled caterpillar-fashion over the end of the stern. The mate held him by his heels while he held his breath and grabbed for the weeds about the propeller until the accumulation was removed.

The approach to the locks at Kingston Mills is through a narrow, rocky gorge which is very beautiful. In answer to our signal the lockman blew a resounding blast on a big tin horn and his assistants came running from the fields and village store, as did all the rest of the population within earshot.

The Rideau locks are worked by hand. The locks are smaller than the barge canal locks in New York state and are much less imposing in appearance but they proved to be on the whole more difficult places in which to maneuver than the latter. A chain or two is usually hung down one wall for the benefit of small boats but the chains were ordinarily too far apart for us to hold on to more than one at a time and with the rush of water Pons tended to swing about in a trying manner. We finally found the most satisfactory method of procedure in all locks to be that of running a single line around a cat head. The skipper held one end of this line at the bow and the mate the other end of the same line at the stern. No matter how great the eddying we had no further difficulties and were able to free our line, whether locking up or down, by pulling in the relinquished end without assistance from the lockmen. It is best, however, not to absent-mindedly cleat down a line used in this way when locking down, or a cat head may be bent.

A trip through the Rideau is well worth the difficulty of passing the channel. The Cataragui River for a time winds through picturesque farm land where the air is filled with the lazy hum of bees and mowing machines and the banks are bordered with water lilies. The chain of deep, natural lakes begins above Brewer's Mills. These are clear lakes with forested shores where high granite cliffs come down here and there to the water's edge. Many little islands covered with cedars and silvery birches dot the surfaces of all the lakes. It is a fisherman's paradise.

Having neither a license nor tackle we confined our fishing to attempts at grabbing inquisitive little trout and sunfish in our hands and were soon convinced that it is quite reasonable for the government to permit this form of fishing without a license.

(Continued on page 88)



A SPEED INDICATOR AND LOG FOR ANY BOAT UP TO 75 FEET AND ANY SPEED UP TO 60 MILES

THESE speed indicators are reliable. Different models are made for different types of boats, but all are dependable instruments, and accurate within 2%.

At a glance you can read your speed, and, if you wish it, your trip mileage and elapsed mileage as well. In navigating by chart and compass the speed indicator is a great help, and at all times it makes it a simple matter to hold your boat to her best running speed.

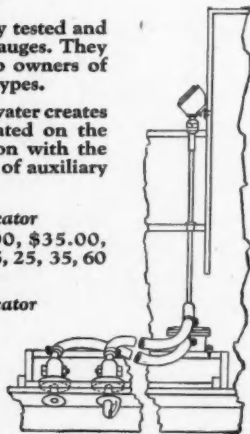
These devices have been fully tested and proved to be dependable gauges. They are giving valuable service to owners of small and large boats of all types.

Passage of boat through the water creates the pressure which is indicated on the dials. There is no connection with the motive power, nor is towage of auxiliary apparatus required.

National Marine Speed Indicator
4 Models, \$25.00, \$30.00, \$35.00, \$40.00, for speeds up to 15, 25, 35, 60 M. P. H.

National Marine Speed Indicator and Log

2 Models, \$100.00 and \$120.00, for speeds up to 35 and 60 M. P. H., and trip as well as total mileage.



Write today for our catalog

THE NATIONAL LOCK WASHER COMPANY
Newark, New Jersey, U. S. A.

JUNE, 1929

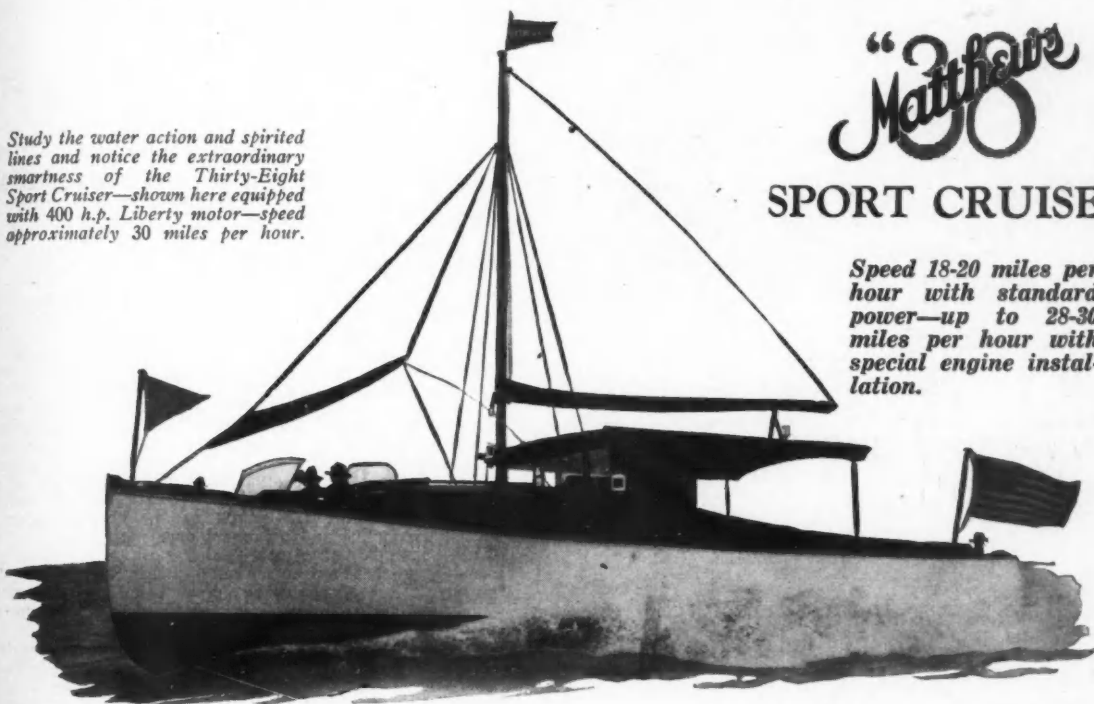
SMART—and exceptionally useful

Study the water action and spirited lines and notice the extraordinary smartness of the Thirty-Eight Sport Cruiser—shown here equipped with 400 h.p. Liberty motor—speed approximately 30 miles per hour.

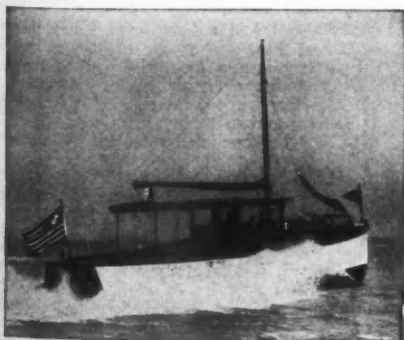
“38”
Matthews

SPORT CRUISER

Speed 18-20 miles per hour with standard power—up to 28-30 miles per hour with special engine installation.



A new vogue in fast and capable sport boats has been created by the Matthews Sport Cruiser—built in the famed Matthews “38” hull—a model of staunch seaworthiness and exemplary behaviour under even the most trying weather conditions—a boat designed with every forethought for the owner who desires to give full vent to his proclivities for deep-sea fishing in a companionable cruiser that delivers the last ounce of thrill. A cruiser, too, where ample thought has been bestowed on restful and comfortable quarters for rest and relaxation.



The never-ending demand for something smart and still smarter is the cause of the development of this remarkable boat. The Matthews “38” Sport Cruiser has distinct individuality in any fleet of boats. It carries the ear-marks of its illustrious family—the famous Matthews “38” hull, the spars and sails, and the beauty of proportion. And withal it is a really practical sport boat that will serve its power in a multitude of ways.

No Matthews cruiser has ever aroused quite the same type of interest as the “38” Sport Cruiser, endowed with typical Matthews rugged stamina, powered for speed, and arranged for utmost comfort and usefulness. The spacious cockpit aft is ideal for packing all sorts of hunting and fishing traps on the day run or protracted cruise—and is likewise ideally fitted for converting at an instant's notice into comfortable seating of fifteen or twenty on afternoon runs with bridge or tea party in progress. In this roomy cockpit is liberal provision for handling

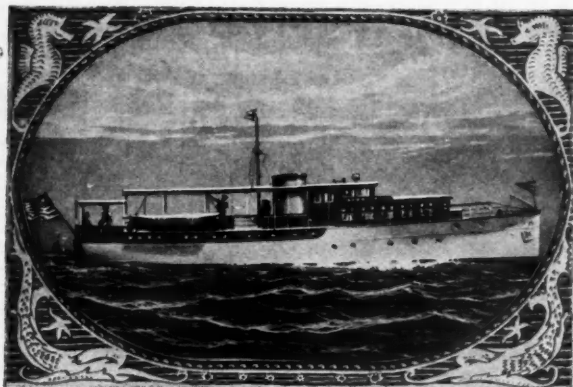
deep-sea tackle and stowing away deep-sea fish boxes. . . . Then there is the forward cockpit, seating four; the cabin with four individual pullman berths, spacious drawers, locker, complete toilet and galley. And withal, that general smartness and alertness that set this Sport Cruiser apart from the ordinary boat. . . . Speed, with Kermath 150 h.p. engine as standard equipment, 18-20 miles per hour. Speeds with special engine installations up to 28-30 miles per hour. Write for folder with action photographs, arrangement plan and detailed specifications.

THE MATTHEWS COMPANY, PORT CLINTON, OHIO

Designers and Builders of Boats of Distinction—Since 1890

SALES AND SERVICE: Belle Isle Boat and Engine Co., 877 E. Jefferson Ave., Detroit, Mich. Bruns, Kimball & Co., Cor. Fifth Ave. and 15th St., New York City. Wm. V. Masson, 421 Munsey Bldg., Baltimore, Md. Walter H. Moreton Corp., 1045 Commonwealth Ave., Boston. Lake Erie Yacht Brokerage Corp., 1365 West 117th St., Cleveland. Mississippi Valley Yacht Sales, Times Bldg., Alton, Ill. and 1900 Locust St., St. Louis, Mo. R. Sealy, Commerce Bldg., Galveston, Texas. Robert V. Staats, Inc., 3000 Wilshire Blvd., Los Angeles. J. A. Scarlett, 436 East 2nd St., Cincinnati, Ohio.

Mention MoToR BOATING, 57th St. at Eighth Ave., New York



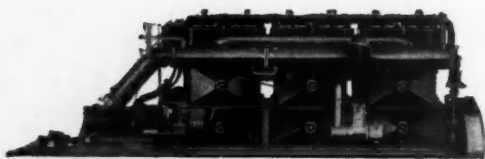
A Modern 77-ft. DIESEL CRUISER

*Exceptionally large cruising
radius at minimum cost*

THIS yacht is the result of 30 years' designing and building experience plus the latest engineering features developed during 1928.

Every possible aid is at your finger tips. Electric toilets, electric refrigerator, electric pressure water system, and bridge control. Every convenience known on shipboard has been worked out for navigating, operating and comfort of owner and guests. There are two double and one single staterooms; 4 K. W. Generator; 110 Volt Battery.

Come and see the perfect ship built to standardized custom requirements. Nothing like it exists. The same yacht may be had with gasoline engines and equipment to suit purchaser.



TWENTY-TH CENTURY MARINE MOTORS are used to power our standardized boats. These power plants are built in our own shop in two models, four- and six-cylinder, 60 and 100 h.p.; our interest covers both the boat and its power plant.

**NEW YORK
YACHT, LAUNCH & ENGINE
CO., Inc.**

MORRIS HEIGHTS, NEW YORK CITY

Cruising on Inland Waters

(Continued from page 86)

By the light (unavoidable) of the pale moon we spent the evening endeavoring to develop some photographic plates. We hung them overboard to wash and devoutly hoped the fish entertained no fondness for gelatine emulsion. Instead, some prolific, aquatic insect covered them with slimy eggs, giving to the prints that beautiful soft roundness so much desired by pictorial photographers. The same creatures showed an affinity for our anchor rope as additional and more frequently available breeding ground.

We idled leisurely along through this land of lakes and forest, traveling, swimming or making excursions ashore as we pleased. Due to the officious visitations of mosquitoes which marshalled their regiments for attack wherever lantern light appeared we usually retired at dusk and arose with the sun.

When at last it was time to leave the lakes behind us on our journey on to Ottawa we did our best to locate wandering buoys and keep within the limits of the channel. But there came a time when the weeds grew suddenly thick. There was a grating crash and the engine stopped. The crank shaft could be turned only with the greatest difficulty and thoughts of paddling two and a half miles to Smith's Falls clouded the atmosphere. In the brownish water of Poonamalie loop there were ugly stumps all around us. Pulling out the daily crackers and cheese, we masticated in silence, drank ginger ale and considered the situation. Fortified by the repast, the skipper went overboard and concluded that the damage could not be serious for the propeller, strangely, was not bent and the rudder was intact. We paddled in search of the elusive channel, then started the engine and proceeded once more.

This time the mate took up her position athwart the bow like a figure head on an ancient sailing vessel, and endeavored to penetrate beneath the surface of the calm-sky-reflecting water. Weeds became our war cry, watch word and signal to cut the engine.

Late in the afternoon a stiff breeze and choppy water blew up. The cry of "Weeds!" split the air. The engine was cut but paddle as he might the skipper could make no headway against the wind. The channel had turned and we were drifting into thicker weeds. People who travel with clutches and reverse gears do not know what excitement they miss.

When safely anchored that evening in Merrickville the skipper fixed his glittering eye upon the first person likely to listen and expressed his opinion of the way the channel is and is marked in parts of the Rideau. His audience chanced to be a kindly doctor from Ottawa who was also travelling down the river.

"And you don't carry an extra propeller?" this individual asked. He was distressed by the negative reply.

"Why I never travel without two or three," he continued, "and I have a chain hoist that I keep with me, too. I'll tell you why. Ten years ago I lost a boat on a stump the other side of Kingston Mills. Five years ago I hit a stump with another boat. I took her into a lock, tied her to the other side of a swing bridge. They let the water out and I put on another wheel. Another time I slung the boat up under an overhanging tree high enough to put on a new wheel. You don't need to feel badly," he concluded solaciously, "because you grazed one stump."

We felt enlightened.

Once arrived at Ottawa the worst of our navigation difficulties were behind. We accepted the proffered hospitality of the Rideau Aquatic Club and spent several days in enjoying the city.

The descent of eighty-two feet from the Rideau to the Ottawa River is made by means of a series of eight locks. As Pons sank downward in the seventh of these locks the lock master leaned over the edge above us and began a series of inarticulate exclamations and excited gestures. He held his hands first a few inches apart and then increased the distance to a foot or more, repeating the performance rapidly. The skipper, not to be outdone in any fish story, responded until his hands were arm's length apart but the lock master seemed unduly agitated. Just then a grating sound underneath us revealed the true meaning of the pantomime.

The Ottawa River level was just high enough to cover the lockmen that a little boat like ours could be put through without using the last lock and they had consequently tried to conserve energy by lowering the water level in the next to the last lock enough to permit us to go out directly into the river. But Pons had more draft than they thought. The lock chamber had a V-bottom and we were in the shallower water close to one side. They had let so much water out from under us that Pons was on the bottom. She balanced a minute on her side and then with a grunt lay over on her side.

(Continued on page 94)

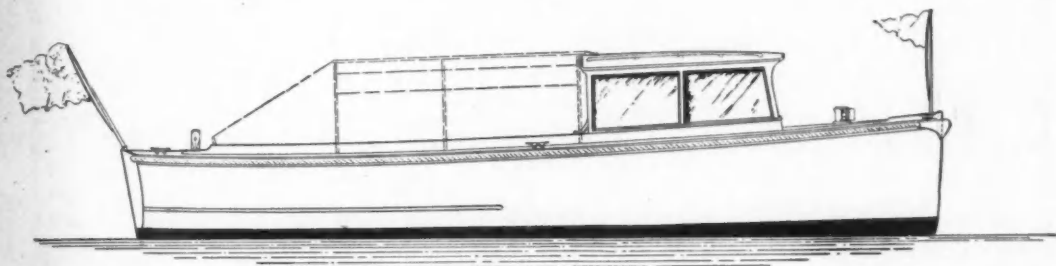


Elco Boating

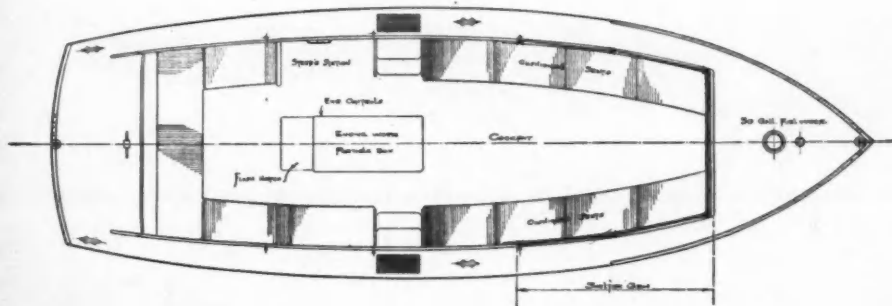


PUBLISHED MONTH TO MONTH BY THE ELCO WORKS, BAYONNE, N. J. . . . JUNE, 1929

An Elco Club Launch



Elco 26 ft CLUB LAUNCH



THE latest modification of the well-known Elco Twenty-Six hull for special purposes takes the form of a Club Launch now under construction for the American Yacht Club at Milton Point, Rye, N. Y. The drawing shows the appearance and layout of the boat. A departure from the conventional open boat with spray hood is made by the fitting of a light, permanent shelter forward, of mahogany with fixed glass windows. There is good sitting headroom under this shelter which will give passengers perfect protection when going ashore in a typical Sound thunder squall.

The seating arrangement is conventional. Fore and aft seats of slatted mahogany with khaki cushions are fitted each side of the boat, giving ample capacity and leaving space for baggage and gear. The boat is steered and controlled from the port side amidships, the boatman looking over the shelter house when standing and through it when seated.

Steering is by lever, a favorite arrangement owing to its simplicity and quickness of response.

In addition to the permanent shelter a canvas canopy, running on three brass bows, protects the midship section of the boat in bad weather. This can be thrown over either side or stowed overhead amidships. One side may be raised to embark passengers without uncovering the whole boat. The stern is left uncovered. The middle canopy bow is convenient to the boarding steps as a grab rail.

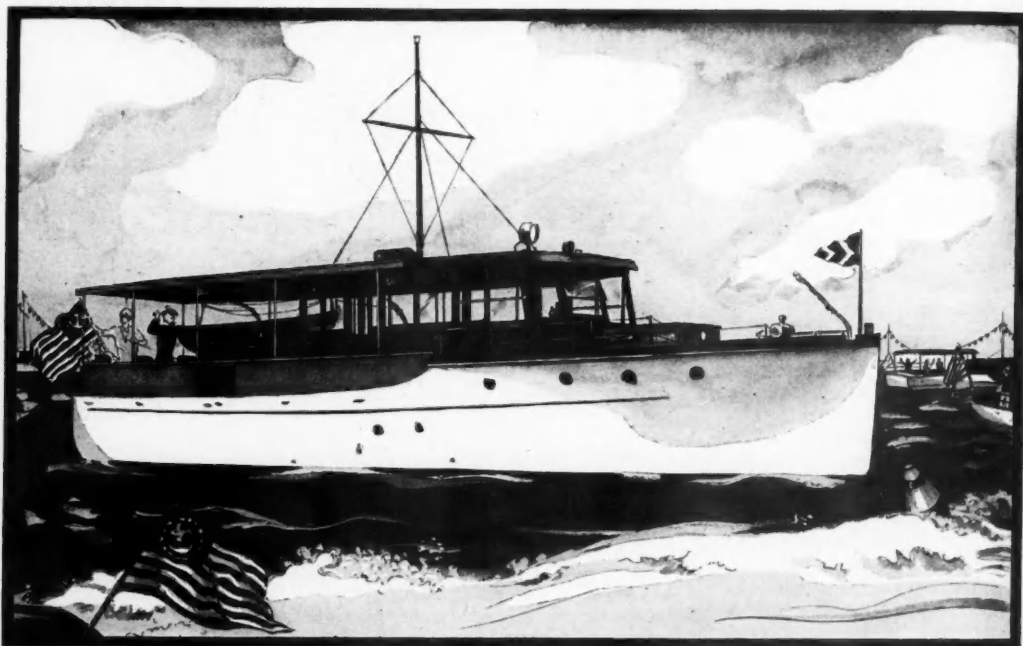
The hull has been specially stiffened against lateral strains by heavy bilge stringers, doubling frames in the way of the engine, and by carrying the boarding step risers from clamp to engine bed as a truss. Heavy towing bitts are fitted aft as are equally heavy sampson posts forward. The boat is guarded by a rope of large size run around the sheer to prevent scarring of yachts when coming alongside.

The engine will be a Palmer Model P. N. R2 12 H. P. two cylinder, four cycle with reverse gear. This engine is a favorite for launches and tenders owing to its reliability, ease of operation and efficient service. In this class of service speed is not important and the vibration of a two cylinder machine is not objectionable.

The hull will be painted white with varnished mahogany stern; decks and shelter roof buff; and coaming, shelter, and interior trim varnished mahogany. The cockpit floor will be covered with linoleum cemented down and the interior of the hull showing above the floor will be painted mahogany brown to match the trim.

With the ever-increasing number of yacht clubs and the growing demand for reliable and convenient launch service it is probable that before long many of these boats, with their many added features for comfort, will be carrying out their arduous but useful duties.

"Excitement runs high at the finish..."



From the decks of the WELCOME an enthusiastic party follows each year's races at New London.*

DESCRIBING their experience with the WELCOME*, Mr. and Mrs. Robert Clay* speak with particular enthusiasm of their annual trips to New London for the Yale-Harvard regatta.

With its spacious cabins fore and aft, this handsome Fifty affords plenty of room for a party of eight—usually made up on this occasion of their daughter's young friends. From Bayshore they go out through Fire Island Inlet into the ocean, then along the shore to Montauk and across the Sound. Or sometimes, when there are friends to be picked up at Sayville or Bellport, they go through the Great South Bay, into Peconic, and then Gardner's Bay.

Running smoothly along under clear wide skies—lying at anchor, for swimming or fishing—dancing on deck to radio music... Here are parties that never lag! Indeed, Mrs. Clay says, entertaining on

their Elco is always delightfully simple. Dinners, teas, and bridge parties go off with that spontaneous informality which is always successful. And the galley is such a joy to work in—so fascinatingly complete!

Last summer the Clays made a cruise to Montreal—up the Hudson to Lake Champlain, then into the Richelieu and up the St. Lawrence. By far the most delightful vacation trip they ever took, these owners declare. Always the interest of an ever-changing scene, with none of the inconveniences of ordinary travel... No time tables, no dust, no fatigue, but day after day the invigoration of fresh air and

sunshine, always in the uninterrupted comfort of their own well-equipped home on the water.

...

The history of every Elco boat is as thrillingly individual as the man who owns it. For each owner finds in the opportunity for independent voyaging a constant stimulation and a challenge and each responds in a characteristic way.

Visit Port Elco, or we will send on request Catalog MBG.

PORT ELCO (Permanent Exhibit)
247 Park Ave., at 46th St., New York
Distributors in Boston, Detroit, Los Angeles and Fort Lauderdale. Plant and Marine Basin, the Elco Works, Bayonne, N. J.

The Elco Fleet: Twenty-Six, \$2,975; Veedette, \$4,875; Cruisette, \$5,995; Thirty-Eight, \$10,750; Forty-Two, \$16,500; Fifty, \$25,500.

*Although this series of advertisements recounts bona fide experiences of Elco owners, the names used are fictitious.



Your Elco Cruiser is Worthy of a Good Mooring

THE average Elco boat lies at a permanent mooring during the season, and this mooring is largely responsible for her safety. More boats are damaged yearly by being blown ashore from their moorings than from any other cause. A proper and adequate mooring is cheap enough and will repay the careful owner in peace of mind during the few bad blows that come every season. The penalty for inadequate gear is a severe one, and is totally unnecessary. This was forcibly brought to mind recently by the return to the Plant of an Elco Thirty-Eight, badly damaged as the result of dragging ashore in one of the most popular boat anchorages during a recent hard north-east blow. The boat is a pitiful sight, particularly so because the wreck could so easily have been avoided.

In selecting a proper mooring it is well to follow local practice and to make the gear about 50% heavier than what will probably hold the boat. The Elco Works are glad to recommend or supply proper moorings if the depth of water, character of bottom, direction and amount of exposure, and number of boats in the anchorage are known.

For the man who handles his own mooring the following points are worthy of special attention. Do not trust to rust eaten chains, questionable shackles or old rope. Do not allow the strain to be transmitted through the buoy. Secure all shackle pins with iron wire and be wary of swivels. Use only new rope, protected from chafe where it crosses the bow, and lash the eye on the bitt to prevent its riding off.

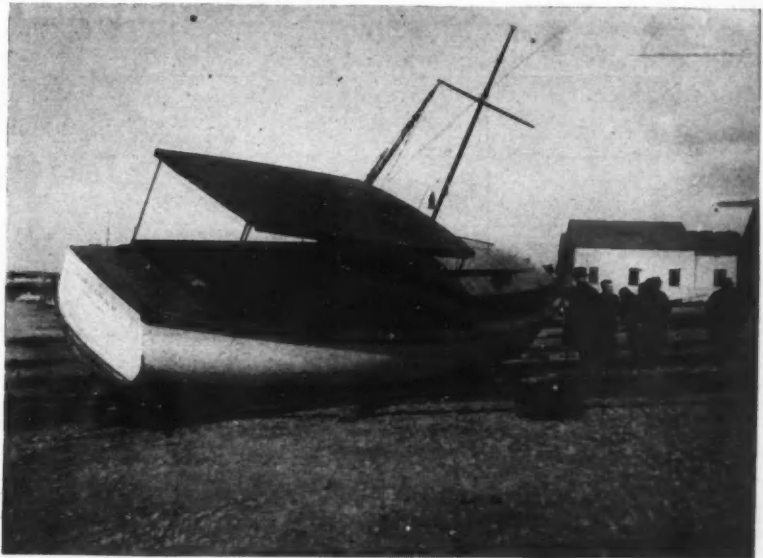
Another point which should be remembered is that no mooring cable should be down more than one season without a thorough inspection. Observing these few simple suggestions may mean the difference between a safe and an unsafe mooring for your craft.

* * *

Two Speed Cruisettes Sold

In addition to a number of the ever popular 34 ft. Elco Cruisettes, orders have recently been placed for two of these boats to be powered with the Elco Model F-6 engine of 100 H. P. A number of these boats have been built during the last two years for owners who like the Cruisette type boat but want higher speed. They are capable of better than 18 miles an hour.

The hull, cabin and cockpit are identical with the standard model. The steering position, however, is raised and the awning higher with a windshield having deep side wings at the forward end of the cockpit. Additional fuel capacity is fitted. None of the comfort or seaworthy qualities of the Cruisette are lost in the speed model, and its speed places it definitely in the fast boat class.



The result of laying to a poor mooring

There are also one or two of these boats available which have been used a season. They are offered reconditioned and in commission at about the price of a standard boat and will be most attractive to anyone who wishes a fast cruiser for owner operation at moderate cost.

Power Squadron Class Meets at Port Elco

During the winter months the United States Power Squadron, Inc., conducts weekly classes for instruction in Piloting, Seamanship, Navigation and allied subjects. Instruction is given without charge and many boat owners and those interested in boats take advantage of these opportunities to learn more about the technical side of their favorite sport.

On the evening of April 18th a special meeting of the Elementary Class was held in Port Elco, the New York showroom of the Elco Works. About fifty Power Squadron students attended from 7:30 to 10. A number of the technical staff of the Elco Works were present to instruct and answer questions. The students were taken on board the six boats exhibited at Port Elco and talks given in the subjects of equipment, mooring and anchoring, hull construction and maintenance, nomenclature, and yacht etiquette. Being able to examine and handle the actual boats and gear under discussion made the class a particularly valuable one.

Handling Boats Around the Yard

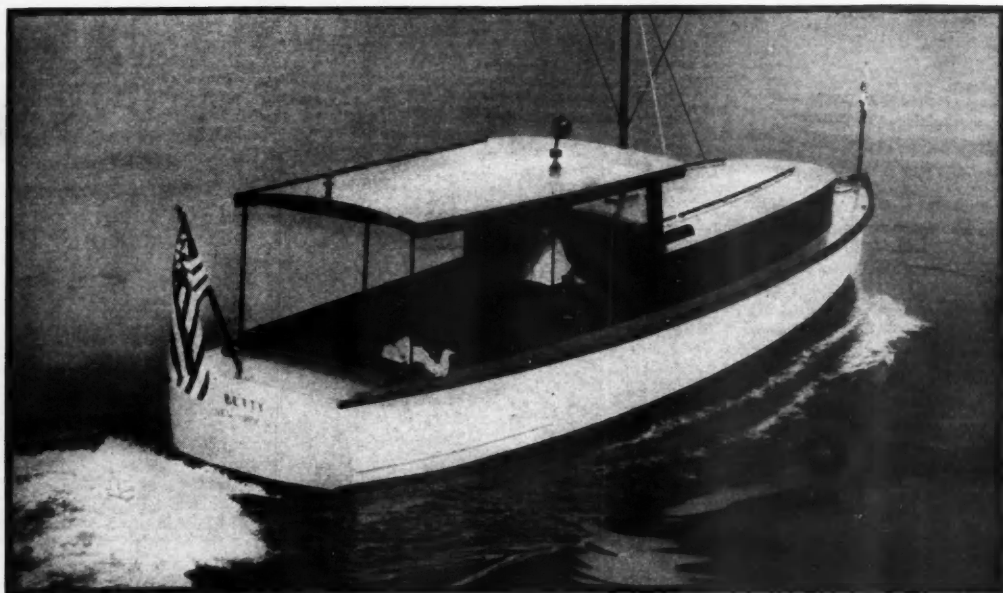
The average visitor to The Elco Works is astonished at the ease with which boats are handled in shifting them from place to place around the yard. This has been the subject of such frequent comment that the methods may well be briefly described.

Boats up to fifty feet are moved from place to place by assembling under them a knock down cradle which is jacked up to carry the weight when the blocking is removed. A special dolly is then placed under each corner of the cradle. This consists of two heavy iron wheels of small diameter and wide tread, supporting a pivoted member in which the cradle skid rests, and steered by a long wooden lever. By this method the boat may be hauled by a motor truck or moved by tackles to any desired location.

For launching and hauling out all but the largest boats, a traveling crane is used. Two heavy rope slings are placed under the boat, the weight taken by chain hoists, and the boat carried over a well in the building where it is lowered directly into the water.

In addition there are three large marine railways. One is operated direct by a steam winch; another within the storage building is worked by a messenger from the steam winch; and the third, of very large size, is electrically operated. From two of these railways boats can be skidded sideways for storage, either under cover or in the open under canvas.

For the average man . . . the Elco Cruisette



DESIGNED and developed for 15 years to meet the average man's needs. Plenty of room in the cockpit and plenty of speed and all the "comforts of home" for the cruising enthusiast.

Length 34', beam 9', draft 2' 6". Keel and frames white oak—planking white cedar, copper riveted—cabin trunk and trim mahogany—decks canvas covered—metal work bronze, brass and galvanized iron—finish, underbody antifouling, topsides yacht white, decks buff—trim varnish.

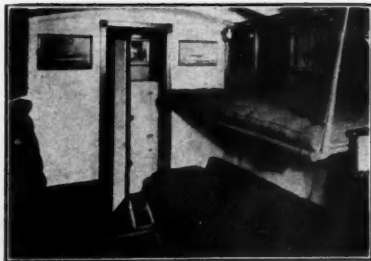
The cabin sleeps four comfortably. Two additional berths formed by side seats in cockpit. Completely equipped lavatory. Ample stowage space. Convenient

complete galley with stove, sink, ice box, lockers, dish-rack, shelves and drawers. Fresh water capacity 45 gallons. Cockpit with permanent seats and steering seat; protected by standing awning, windshield and side curtains.

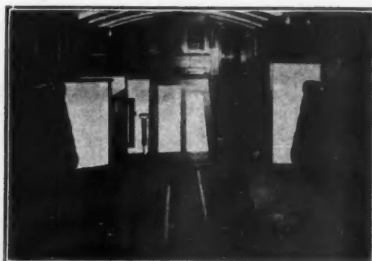
Elco—W. S. M. engine under removable housing—four-cylinder—48 H. P.—speed 13-14 miles per hour—fuel capacity 60 gallons—cruising range 150-240 miles. All controls at wheel for owner operation.

Price \$5,950. Complete details on request for catalog M. B. G. or drop in at Port Elco, Forty-sixth Street and Park Avenue, New York City and see the Cruisette for yourself.

Here's a cabin that a six-footer can stand up in and keep his hat on. Notice that the windows are not portholes. Four comfortable berths.



A detachable wardrobe door that forms a dining table and a large locker filled through hatch in cockpit are convenient features of Cruisette arrangement.



The Elco Fleet

Twenty-Six	\$ 2,975
Veedette	\$ 4,875
Cruisette	\$ 5,950
Thirty-Eight	\$10,750
Forty-Two	\$16,500
Fifty	\$25,500

Elco
TRADE MARK
MOTOR BOATS

PORT ELCO (Permanent Exhibit)

247 Park Avenue
at 46th St., New York

Plant and Marine Basin,
The Elco Works, Bayonne,
N. J.

Distributors in BOSTON—New England Marine Sales Co., 882 Commonwealth Avenue . . CHICAGO—Henry C. Grebe & Co., 400 North Michigan Avenue
LOS ANGELES—Yacht & Motor Sales Corp., Wilmington, Cal. . . FT. LAUDERDALE, Fla.—Lauderdale Yacht Basin, Inc.



OPEN LETTER No. 4 TO MOTOR BOAT MEN

*Fourth series letter acquainting yachtsmen with the difference in
200 H.P. engines.*

THE majority of the better class and larger stock cruisers and runabouts are offered with the Sterling Petrel 5¼" bore 6" stroke engine as stock equipment or optional. Certain manufacturing processes, added equipment and longer testing make this engine cost more to produce and it is priced slightly higher to the boat builders. The difference in value is apparent when explained:

Production machinery, noted for its accuracy, is employed in producing the Petrel. Work is checked by a careful inspection department, using precision gauges and holding to closest possible tolerances. Active contact surfaces are honed or lapped.

The oversize clutch and reverse gear is Sterling built, with greater holding power, requiring less frequent adjustment. The leverage is compounded to make it easily operable. The reverse is at engine speed.

The 72" length of the Petrel, 7" longer than general practice, provides for longer bearings and more water space between cylinders and around valve seats, keeping them cooler under high load. The Petrel's large 7-bearing crankshaft, counter-weighted, dynamically balanced, each crank throw balanced in its own plane, is one of the main features of this engine. There is no equivalent practice. The omission of counter-weights is simply a

saving in the manufacturing, penalizing the engine with racking bearing loads.

Recapitulating the differences in the Petrel: additional manufacturing expenditures can be shown over general practices as follows:

In the clutch and reverse gear...	\$40.00
Sterling 7-bearing construction, strongest known, plus 12 counterweights	\$50.00
Oil cooler and filter, oil pressure to piston pin, camshaft bearings and driving gear	\$60.00
Heavier (oil tight) aluminum covers and stronger crankcase, additional cost	\$15.00
Higher grade electric system, additional cost	\$10.00
Cleaning castings and painting crankcase interior, additional cost	\$10.00
200% longer testing, additional cost	\$30.00

Many smaller items, additional moneys spent in the building of this engine, to improve it and add to its life, increase its value to you and augment your enjoyment of this engine.

C. W. Quigley
President.

STERLING ENGINE COMPANY
BUFFALO, NEW YORK

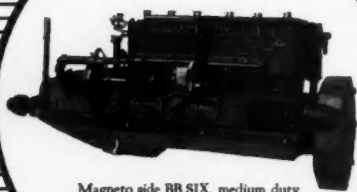
Engines range from 12 to 565 B. H. P.

Red Wing Thorobred

LITTLE CHIEF

BB

6



Magneto side BB SIX, medium duty type with gray iron base. Seven bearing crank shaft, built-in reverse, oil filter, tachometer drive, and two unit twelve-volt electric system.

Doing More than is Expected

Everyone expects a motor to measure up to its manufacturer's claims. But Red Wing Motors have a 28 year old habit of doing more than is expected. When 10 M. P. H. are anticipated, cruiser owners often get 12. Where few breakdown worries are expected, BB6 users get none. When a snappy get-away is taken for granted, the amazingly quick pick-up of this sturdy powerplant comes as a delightful surprise. Red Wing motors have always made our word good—and then some.

Seventeen Thorobred Sizes
4 to 150 H. P.

4 CYLINDERS

D.....	10-14 H.P.	2 3/4" x 4"
AA.....	18-24 H.P.	3 1/2" x 4 3/4"
F.....	28-36 H.P.	4 1/2" x 5"
B.....	32-40 H.P.	4 1/2" x 5"
BB4.....	40-50 H.P.	4 1/2" x 6"
BB4 HS.....	45-70 H.P.	4 1/2" x 6"
Big Chief.....	50-60 H.P.	5" x 7"
BC Special.....	75-90 H.P.	5 1/2" x 7"

6 CYLINDERS

Arrow.....	40-80 H.P.	3 1/2" x 4 1/2"
BB6 MD.....	50-80 H.P.	4 1/2" x 6"
BB6 HS.....	80-100 H.P.	4 1/2" x 6"
BBS6 MD.....	75-100 H.P.	5" x 6"
BBS6 HS.....	100-150 H.P.	5" x 6"
Big Chief Six.....	85-110 H.P.	5" x 7"
BCSp6.....	110-150 H.P.	5 1/2" x 7"

1 and 2 CYLINDERS

K.....	4-5 H.P.	3 1/2" x 4 3/4"
KK.....	7-8 H.P.	3 1/2" x 4 3/4"

Write for Complete Catalog

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RED WING, MINN.

Eastern Distributors: W. H. Moreton Corp., 1043
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E. Gochenaur Mfg. Co., 631 Arch
St., Philadelphia.

Cruising on Inland Waters

(Continued from page 88)

After being floated out we ran for a hundred yards before the sound of sudden clashing of metal beneath us led the skipper to emit a heartfelt groan and substitute the paddle for motive force in place of the engine. But paddling in a strong river current is laborious business and a cheery call of "Want a tow?" was as welcome as sunshine in Ithaca. We were whisked quickly away to a boat yard, free gratis, by a crew of merry Frenchmen, where Pons was hauled out and the damage investigated. It proved not to be serious. The clashing had evidently been the farewell song of the skeg, which, loosened in the lock, had run foul of the propeller and had finally dropped off. A fat and jolly blacksmith who could not understand English but could comprehend sign language and drawings soon made us a new one.

The windy expanse of Ontario and the stumps of the Rideau having been surmounted, the latter literally, we anticipated a peaceful run down the broad, deep Ottawa. But this river was not to be outdone. It had logs. And not only ordinary logs which can easily be avoided but more mysterious, water-soaked logs called dead-heads," which boatmen in Ottawa dolefully assured us are invisible because they float just beneath the surface. Patched stems and keels on the small boats of the river bore eloquent testimony of their presence.

Logs there undoubtedly were, hundreds of them continually breaking free from the great rafts which were being towed up and down stream between saw mills. We didn't see any dead-heads so we waited nervously to feel them. Then, in part of the river where the chart showed considerable depth we came upon areas filled with stumps, old piles and sticks projecting but a few inches above the surface. If all these projected, how many more might there be which just missed projecting? The thought was disconcerting, until scientific method came to the rescue. We grasped hold of an obtrusive projection. It turned freely in our hands. For some reason known only to themselves all the logs in this part of the river had decided to float on end. These were the dead-heads. Thereafter they worried us less.

We tied up that night at L'Originale by the end of a long pier which proved to be the town's evening boardwalk promenade. We judged that our demonstration of simplified house-keeping was enjoyed by the prospective married couples of the town's younger generation.

There are two canals to be traversed in going down the Ottawa River. The Grenville canal, five and three-quarters miles long, has five locks in which a descent of forty-three feet is made. The Carillon canal, four-fifths of a mile in length, has two locks in which a drop of three or four feet is made. Farther down the river, at St. Anne de Bellevue, there is a single lock beside a dam where a slight descent is made.

In these canals real horse power is regular lock equipment. The tug which brings a tow up or down river will take the two barges which can enter a lock with it through each canal. The remainder of the tow is taken through by horses which are kept there for that purpose, stalwart animals which can pull two or sometimes three loaded barges at a time. Pathetic humiliation was in the eyes of two of these powerful creatures when, after bringing a heavy tow through the Grenville canal, the lockman hitched them to a flimsy, old-time buggy to take his wife to town.

When we stopped at the upper lock of the Carillon dam the mate was much excited by the appearance of a small boat in the rapids below. Her excitement was by no means diminished when the second lock emptied Pons into the midst of the same rapids. The steering wheel twitched and turned as numerous eddies vied with the six mile current in their efforts to direct Pons on her way. Beyond the foam tipped waves the trees on shore flew by with disturbing speed, but we kept traveling because there was no alternative.

The only thing which can be definitely counted on in a small boat trip is the unexpected. Once we had crossed the beautiful lake of Two Mountains, thoughts of dinner that night in Montreal began to color the atmosphere. But at St. Anne de Bellevue the superimposed storms, which had been brewing for a week all broke at once and we withdrew into the shelter afforded by the rain curtains like a couple of turtles, and stayed there two days, with only short excursions ashore interrupting our perusal of old magazines and games of double solitaire.

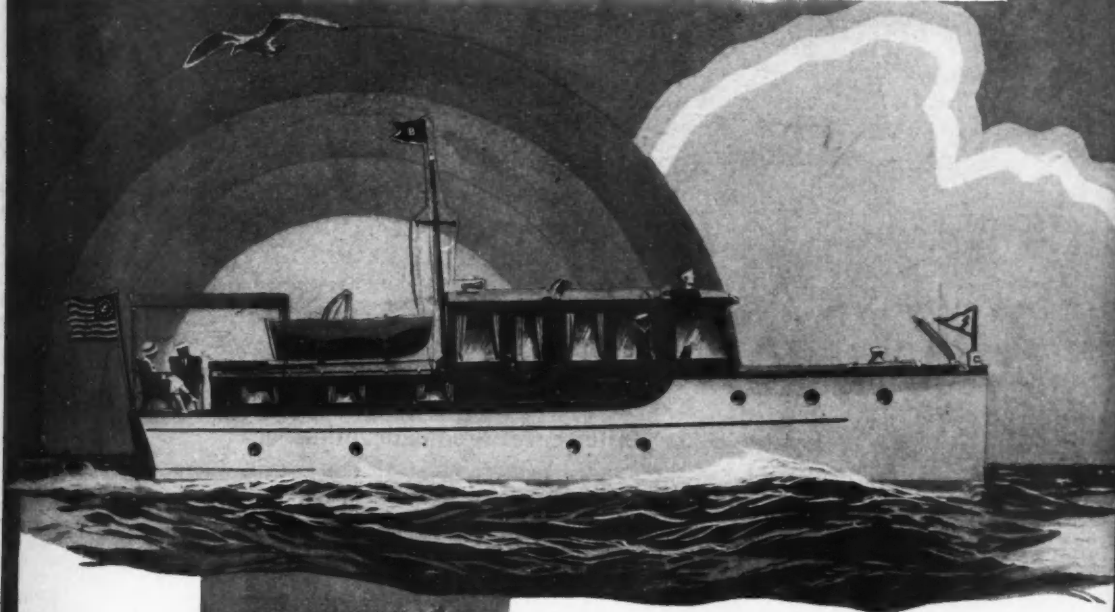
The third morning, despite a frothy Lake St. Louis and a cold precipitating drizzle, we rolled up the curtains and in a breakfastless state headed for Montreal. We left Pons at Lachine and took a motor bus into the city. Two shivering, damp and hungry people never found heaven more completely realized than did the crew of the Pons Asinorum when they stumbled upon a cafeteria where every delectable food known to the imagination was spread before them.

(Continued on page 98)

Now on display at Our New Show Room

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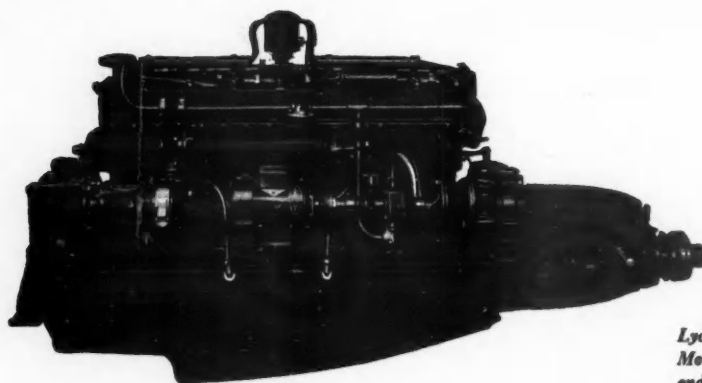
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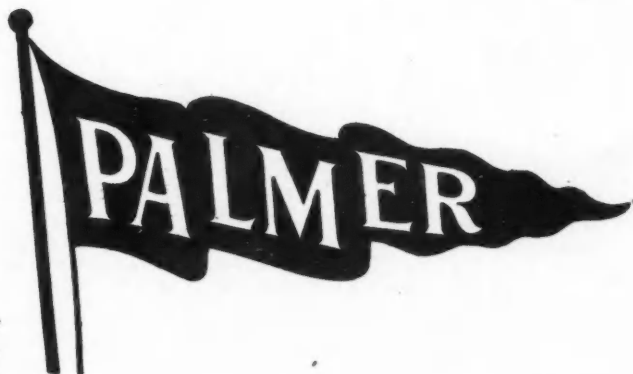
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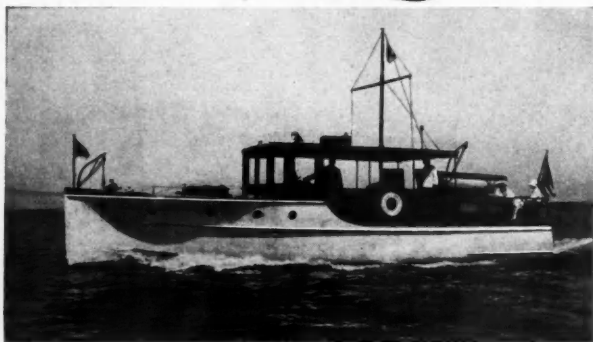
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THIS new Dachel-Carter "45" is certainly a real boat. It has a beam of 11 feet 4 inches, affording large deck space, roomy cabin interiors and extra stability in a sea. It is of the one man control type—has space for a paid hand when desired—large state-room aft with two spacious lower berths—a forward cabin to accommodate four—a completely outfitted galley—two toilets—with commodious lockers and drawers. But note the extreme completeness—the fine detail coupled with a carefully supervised workmanship and the use of selected materials which make these custom built boats to standardized design an outstanding value for the yachtsman who is attracted to genuine quality. Inquiries given immediate attention.

*We Invite a Personal Inspection
at Our Plant*

DACHEL-CARTER BOAT CO. Inc.

BENTON HARBOR

MICHIGAN

Builders of the

WATERWATCH 16 Foot Outboard Runabout

Cruising on Inland Waters

(Continued from page 94)

Having finished breakfast, precedent and respectability demanded that we wait awhile before starting our lunch, so an inspection was undertaken of the harbor through which Pons would have to find her way. The sight of two Great Lakes freight steamers, a large river-excursion side wheeler and an indefinite number of ubiquitous tugs all scrambling for a turn at the locks at the lower end of the Lachine canal was painful to behold. We dreaded to introduce Pons to such a jostling company and decided then and there to choose a quiet and exclusive hour in which to take her through. The lockmen seemed vague when we approached them on the subject of the quiet hour.

We reasoned that five A. M. would be a zero hour, if ever such a thing existed, so two days later a tousled and sleepy crew bestirred themselves at dawn and started down the Lachine canal. When a towering Canada Steamship freight boat, which really looked too big to get into a lock at all, extended an invitation to accompany it through the upper lock skipper and mate of the Pons yearned disgustedly for the sleep foregone in search of the hypothetical lull in traffic while they stood by to give the freighter a good head start.

Even in this busiest of Canadian canals the locks, of which there are five with a total drop of forty-five feet, are worked by hand except in the last two where the gates are motor driven. It looked to us as though they saved labor by having gates so leaky that there was little necessity for using the valves. However that may be, our navigating skill was sorely taxed to keep Pons from leaking through instead of locking through some of those strainer-like gates. We had small hope of being able to take her down all the locks in unescorted glory but we hoped no ocean going steamer would mistake her for a fender. Small boats must be a great nuisance where traffic is as heavy as it is in the Lachine canal. The lockmen, however, were extremely courteous and considerate and we were altogether pleased when they expressed a preference for running us through by ourselves rather than putting us in with barges and steamers.

As we neared the heart of the city where the canal is flanked by tall factory buildings, railroad and highway bridges crossed it with the abundance and regularity of ties on a railroad track. One and all, they were just too low for Pons to slide under. Some were opened as soon as we came in sight but at others the engine had to be cut while the skipper blew till he verged on apoplexy to make his tin whistle penetrate the din of traffic to the ears of the bridge tender. Street cars, trucks and automobiles were forced to stop and pedestrians congregated along the banks to see what was coming as each great bridge was swung aside. Then it was that the skipper-engineer of the tiny craft in mid stream seized the engine crank with a heart-felt "Come on, now, Pons. If you don't start I'll —" but he never had cause to finish the sentence for Pons, with a truly gallant understanding of the situation, always started.

Once in the lower harbor one must thread his way between the screaming tugs, around the ends of the steamship docks where the great transatlantic liners are held in leash, and down past the grain elevators to the open river. The four and a half knot current in the St. Lawrence River just below the Lachine rapids nearly doubled our usual pace and we were exulting over the speed when a side wheel river ferry cut directly across our path.

Immediately thereafter Pons instigated a series of careening nose dives which were all too suggestive of submarine explorations. When a line of foaming breakers extending from shore to shore loomed up ahead the crew in consternation turned tail and ran for shelter where, in the calm of quiet water they found leisure to conclude that henceforth the wakes of steamers under full steam upstream were worthy of distant respect.

The ship channel in the St. Lawrence River tends to follow the southern shore as far as Sorel. The tiny, whitewashed houses with their chimneys looking like convenient handles by which to pick them up, the thatch-roofed barns, the old mills and occasional old-world windmills added interest as we sailed down the beautiful river through the land of the French-Canadians. The low-lying, grassy islands were utilized as pastures where fences were not needed to prevent the straying of flocks of sheep and goats.

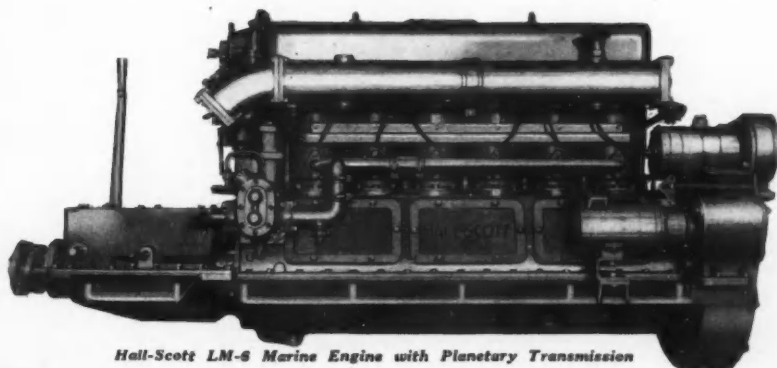
Sorel proved to be an active little town where two ocean going steamers were taking on coal. The night was spent in a tiny bay below the town and in the early morning mist of a golden sunrise over quiet water we watched the great steamers come and go, steamers bearing the flags of the British Empire, Norway, Denmark and Italy.

The first day of travel up the Richelieu River was uneventful, a quiet run through peaceful, sunny, farm land where tall spires marked the location of the little villages. But not so was the second day. We awoke the second morning to the

(Continued on page 102)

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Hall-Scott LM-6 Marine Engine with Planetary Transmission

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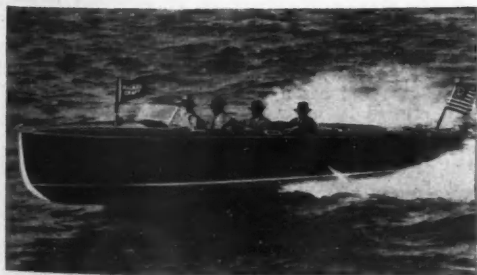


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Safe as any outdoor sport—yet keyed to the swift tempo of a vigorous age—your Hackercraft supplies you with thrilling entertainment—healthy recreation—and rest. New things to do, new places to go, new friends to meet.

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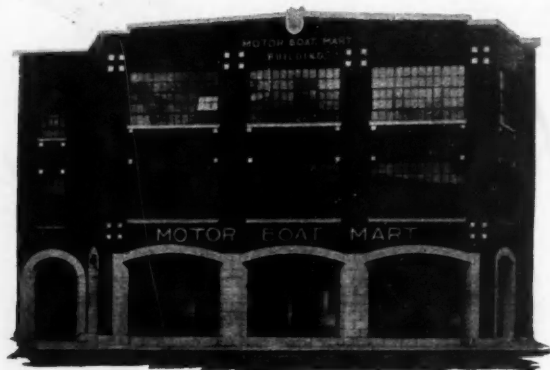
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MOTOR BOAT MART

2222 Diversey Parkway

CHICAGO, ILLINOIS

Cruising on Inland Waters

(Continued from page 98)

tune of "the breaking waves dashed high." A violent north wind was sweeping the length of this north bound river. Pons, in trying to drag her thirty-pound anchor upstream before the gale had succeeded in burying it so thoroughly that a full half hour's work was required to free it. We allowed the young hurricane to sweep us before it all morning, which it did with much gusto as we raced the curling combers upstream. But the storm increased as the day advanced and it finally became so wet and sloppy on the river that we tied up on the lee side of a steamer dock where we lassoed a cathead on the landing above and climbed up the rope in order to get ashore.

The French inhabitants of Quai Vary and St. Marc gazed at us with silent embarrassment when we attempted conversation in English as did we when they loosed voluble torrents of the French patois. Sign language and a repertoire of smiles proved to be the most satisfactory means of communication, although after lengthy dialogues in this manner we were sometimes perplexed as to just what they had been about. Walks through some of the villages past rows of tiny cottages surrounded by hollyhocks and marigolds indicated that the inhabitants were fond of flowers. Quaint spinning wheels were glimpsed through many an open doorway and we regretted that our French was not sufficiently fluent to permit of better acquaintance with the rather shy *habitants*.

At evening we sought a sheltered anchorage between two islands near Quai Vary and found that, as usual, we had anchored on top of the only fish in the river. Two different boat loads of persistent fishermen endeavored to coax the fish out from under us but we judged that they did not meet with success.

As one travels southward up the Richelieu the blue heights of Mt. St. Hilaire are sure to attract attention. We were seized with a desire to ascend this somewhat isolated peak and survey the surrounding country from its thirteen hundred foot elevation. The water front populace of the town of St. Hilaire assured us that this was easy to do and directed us on our way. A four-mile hike along a hot and dusty uphill road took us around to the far side of the mountain from which place a trail leads to the top. At this point we came face to face with a large sign, PRIVATE, KEEP OUT, and a still larger stony faced constable with an enormous brass badge. The combination was impressive and insurmountable. The brass-bound barrier explained that the mountain, being private property, was closed to the public on Sunday, furthermore, that that particular day was Sunday.

Two irate, overheated, thirsty and dusty individuals, though they could not blame the fortunate owner of such a beautiful mountain for wishing to enjoy it one day a week in unmolested peace, retraced their steps and vowed thereafter to stay on the water where Keep Off signs cannot be posted. Perhaps it was just as well that the men who had so helpfully directed us on our way without mentioning the Sunday restrictions were no longer in evidence when we returned.

The remainder of the afternoon was spent in traversing the length of the beautiful and quiet Chambly canal and here the fact that it was Sunday proved to be an advantage in that there is a lull in commercial traffic on that day.

There are two canals in the Richelieu River, one, the St. Ours, being more properly described as a single lock by a dam than a canal. The other, the Chambly, is twelve miles long, contains nine locks, and has a total rise of seventy-four feet. This canal is crossed by many low foot and vehicular bridges but the attendants raised or swung the majority of these before we were close enough to blow a signal. Once again, the courtesy and care exercised by all the canal employees was a great contribution to the enjoyment of the canals.

At St. John the number of American yachts and cruisers indicated that we were nearing the boundary line. South of this interesting old town the river begins very gradually to broaden into the wider water of Lake Champlain.

A stop at Fort Lennox, on the Isle aux Noix, the site of battles between the French and English in 1760, the Americans and English during the War of Independence and the War of 1812, proved to be well worth the time it took. The present buildings were built for the most part after the War of 1812 and are at present protected and cared for by the National Parks Branch of the Department of the Interior of Canada, which is taking an active interest in preserving the historic memorials of the country.

Floating bottles bearing Black Horse and Moulton labels furnished mute reminder that the custom house at Rouses Point should not be forgotten. Visions of an official ready to shoot or give hot pursuit should we neglect this formality vanished into thin air as we drew up at the dock, hunted vainly for an inspector or anyone with knowledge of his whereabouts, and were

(Continued on page 106)

A - E - CO YACHT EQUIPMENT



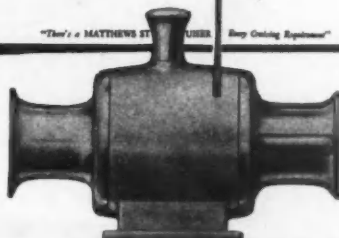
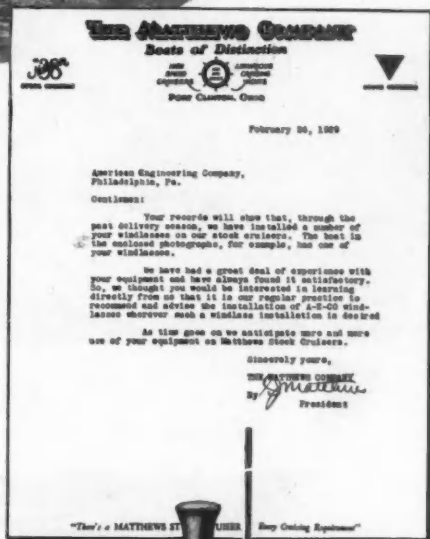
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45' Stock Cruiser
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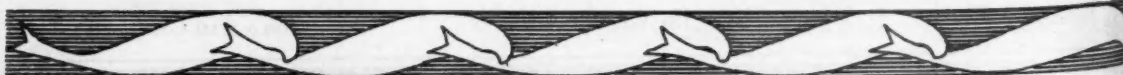
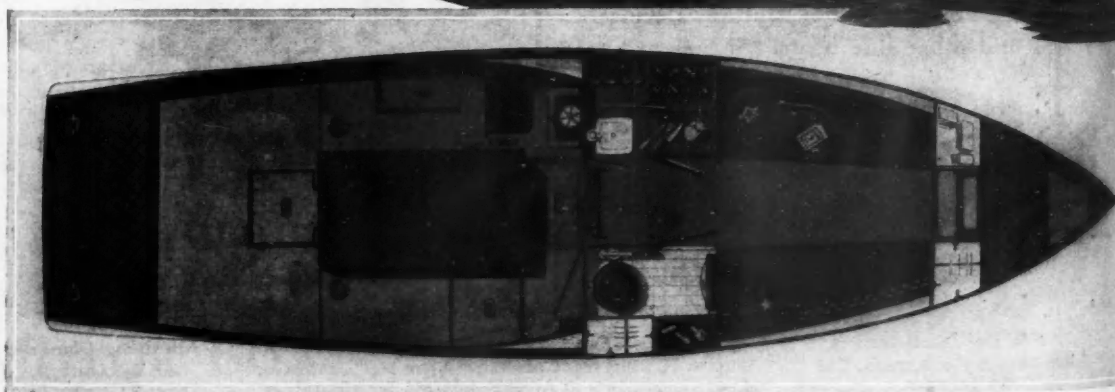
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JUNE, 1929

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AUTOPULSE CORPORATION

2821 Brooklyn Avenue

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Autopulse Improves the Performance of Any Motor

Cruising on Inland Waters

(Continued from page 102)

finally allowed to cool our heels as best we might for an hour while that dignitary finished lunch. However, when he did arrive, the perfunctory inspection was soon completed.

Lake Champlain turned out to be the most delightful cruising ground of the whole trip. The number of alluring bays on its many rocky islands and its forest covered shores was so distracting that an anchorage for the first night was finally selected on the basis of Eeeny-meeny-miny-mo. The winner was a tiny cove on Valcour Island, near the site of the famous Revolutionary War battle of Lake Champlain wherein the Royal Savage, flagship of the American fleet, was sunk close to the Valcour rocks. Because the sparkling water was as calm as the blue sky above it we withstood the temptation to stop on some of the nearer islands in order to gain a little distance while the going was good.

The forest above the glowing rocks was bright with reflected sunset light as Pons nosed her way into the tiny bay north of the Valcour lighthouse. A solitary fish gave a silvery leap of welcome. The ripples of our wake lapped softly against the shore of as perfect a little anchorage as heart could desire.

Morning sunlight served only to enhance the beauty of the cove. A smooth white sandy beach with rocky points at either end lured us ashore. Not a house was in sight though we presently discovered a trail leading up through the woods to the lighthouse.

The day was a perfect one for continuing on down the length of the lake but we could not bring ourselves to leave the beautiful little cove. The joy of a day at anchor where we wanted to be rather than where the wind dictated was too great to be foregone. Nor could we bring ourselves to leave the next day or the next. By that time it was so windy that we couldn't leave if we wanted to.

At that inopportune moment our supply of groceries reached the vanishing point. The skipper fashioned a fish hook from a needle, a hook with a ferocious looking barb, and the fish ate worms delightedly from its conveniently dangled tip. But that was all. An attempt to reach Plattsburg led us into such raging water that we were thankful to be able to turn and run back again to shelter without swamping. In desperation we begged two fish hooks from a local fisherman and started in to fish in earnest. By dark three tiny perch had been lured to their fate.

We gloated greedily over the catch as we placed them in the middle of the capacious frying pan. We couldn't help wishing, however, as we divided the three into two equal parts, that we knew how it was that five loaves and two fishes had been made to satisfy the multitudes in days of old.

Rough water or not, we preferred by the next day to take a chance on getting to Plattsburg rather than attempt to subsist on our probable catch of fish. Once outside the shelter of the bay the wind saw to it that we got there by kicking up such a sea that we preferred to keep going rather than try to turn around. Loaded to the gunwales we slapped our way back during a slight lull in the afternoon and were thankful to regain the quiet seclusion of our little harbor.

During the night the wind shifted to north, the only direction from which it could come in to our cove, and morning found Pons being rocked most vigorously in the cradle of the deep, trying to ride a dozen waves at once. In the face of that wind we preferred to leave the anchor right where it was but we found that the cradle rocking business was being carried on too energetically for comfort. We had no dinghy so undertook to wade ashore without getting wet. We succeeded from the waist up.

Leaving Pons to undergo her gymnastics by herself we set forth to explore the island. Across half cleared fields where black-eyed Susans and golden-rod vie with sweet clover for supremacy, along old rail fences bordered by clumps of silver birches and through woods of spruce and balsam we threaded our way across to Sloop Cove and Spoon Bay on the eastern side of the island. By the time we returned late in the afternoon the wind had slackened and our own bay became somewhat more inhabitable.

We were loathe to leave, but after a week's sojourn we took advantage of a quiet day and started on. At Port Kent efforts were made to replenish our well thumbed collection of magazines but quests for magazine venders when two New York-Montreal trains came through brought only discarded newspapers donated by sympathetic conductors.

Biding our time during squalls and taking advantage of lulls we worked our way gradually southward, enjoying to the full the rugged beauty of the southern end of the lake, and picturing in imagination the scenes of revolutionary days as we passed the old fort at Crown Point, Fort Ticonderoga and the many other places of historic interest.

(Continued on page 110)

JUNE, 1929



EVINRUDE
Announces the

Folding Sportwin

THE MODERN. **LIGHTWEIGHT** OUTBOARD MOTOR

FLY, drive, walk or take the train to Summer-time's cool water lanes—no matter how you go, there's now a vastly more *practical* power-package to take with you!

The new EVINRUDE Folding Sportwin weighs only 43 pounds, balances as exactly as a suitcase and occupies no more

space than a man-size traveling bag. It folds up as *easily* and as *quickly* as a camera. Three to 13 miles an hour is the speed range.

Evinrude dealers, not wishing to disappoint their regular clientele, have requested us to urge early ordering. Again, as in 1928, the demand for Evinrudes appears greater than the supply.

EVINRUDE DIVISION
Outboard Motors Corporation
1129-27th STREET MILWAUKEE, WIS.

Four Twin Cylinder Evinrudes

Folding Sportwin—2½ H. P., only 43 lbs., 3 to 13 Miles per Hour.

Fleetwin—6 H. P., only 58 lbs., 4 to 25 Miles per Hour.

Fastwin—14 H. P., only 75 lbs., 5 to 35 Miles per Hour.

Speeditwin—20 H. P., only 95 lbs., 6 to 45 Miles per Hour. World's fastest twin.

Evinrude features include Underwater Exhaust and Ball and Roller Bearings throughout Fastwin and Speeditwin, Easy Starting that IS Easy, Waterproof Magneto Ignition, Self-Steering, Full Tilt-up and Spray-Proof Carburetor.

Evinrude Factory Branches . . . Sales and Service

312 Second Ave., S., Minneapolis, Minn.; First Street near Front, Norfolk, Va.; 115 E. 23rd St., New York City, N. Y.; 259 Atlantic Ave., Boston, Mass.; 117-119 Broadway, Oakland, Calif.; 124 Second St., Portland, Ore.; 79 Columbia St., Seattle, Wash.; 6304 E. Jefferson Ave., Detroit, Mich.; 64 King Street West, Toronto 2, Ont., Canada.



Weighs only 43 lbs. Folds to 23½" long, 12" wide and 14" high.



Mention MoToR BOATiNG, 57th St. at Eighth Ave., New York

ASSURANCE

A MAJORITY of those who have purchased Sea-Lyon runabouts this season are yachtsmen who have owned from three to ten boats of leading makes in recent years. Their enthusiasm for the Sea-Lyon is not merely the thrill of an owner in his first boat but the tempered judgment of a man who knows runabout performance from long experience.

If you value personal comfort, try a Sea-Lyon. Soft riding to a degree never before achieved in a fast runabout, you can cruise all day at top speed without tiring. Skimming along over the water, cutting through the waves without spray or pounding, you'll find Sea-Lyon the driest, smoothest riding runabout you were ever in.

Perhaps you are looking especially for speed, seaworthiness, beautiful finish or sturdy construction. Whatever your quest, a revelation awaits you when you ride in a Sea-Lyon. Expect the most and you won't be disappointed.

You too will choose a Sea-Lyon with complete assurance that it is the best designed, best performing and most expensively built boat of its type on the market.

Sea-Lyons are the only standardized runabouts having complete plant and service facilities in New York City. Prices quoted in the water at New York.

Sea-Lyon 35.....	\$ 2,975	Sea-Lyon 45.....	\$ 5,850
Sea-Lyon 40.....	4,650	Sea-Lyon 60.....	12,500
Sea-Lyon 40 Sedan.....	5,450	Sea-Lyon 65.....	30,000
Sea-Lyon Commuter.....		\$25,000 - \$26,500	

We hope you will accept our invitation to ride in one of these boats. Phone for an appointment.

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JUNE, 1929

RANCE!

LYON

PAUL MOORE
48 WALL STREET
NEW YORK

Pala Beach, Fla.
January 25, 1929

Howard W. Lyon, Esq.,
552 Lexington Avenue,
New York City.

Dear Mr. Lyon:

Confirming long distance telephone conversation of today, might explain that since my arrival I have been out in my brother's "Sea-Lyon 45" on three different occasions, and have come to the conclusion that a runabout is offered that answers all my purposes.

Accordingly, I wish to confirm order covering a duplicate of the "Sneez V". Please ship same by express as soon as possible, putting the name "Lively Sneezing II" on the stern.

Yours very truly,

Paul Moore

EDWARD S. MOORE
TWO HUNDRED AND FIFTY PARK AVENUE
NEW YORK

April 19, 1929

Dear Mr. Lyon:

In Pala Beach this winter I had in commission "Sneez V", which is your "Sea-Lyon 45", and I am glad to say to you that the boat performed excellently and proved itself 100%.

I have no hesitancy in unqualifiedly recommending the "Sea-Lyon 45" as the outstanding leader of all the ten different boats I have owned.

Yours very truly,

Edward Moore

Mr. Howard W. Lyon,
552 Lexington Avenue,
New York, N. Y.



New England's Leading Marine Dealer Offers Every Type of Craft from Skiboard to Cruiser

AT our large marine salon, centrally located in Boston, you can inspect the finest in cruisers, runabouts and outboard craft, also marine power plants and outboard motors.



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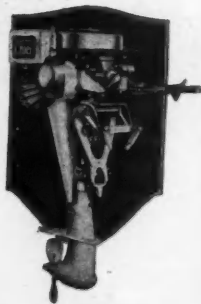
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LOCKWOOD
MOTORS

Special Department for Repitching Propellers

Atlantic Radio & Marine Company, Inc.
20 Brookline Avenue
BOSTON MASS.

Cruising on Inland Waters

(Continued from page 106)

At Whitehall we entered the Champlain canal and progressed uneventfully through the twelve locks between that point and Waterford where the Erie canal enters the Hudson.

At Waterford a restless, milling horde of barges and tugs filled the space below the locks. Pons sought an inconspicuous corner out of their reach and her crew spent four or five hours watching the traffic jam untangle itself and inspecting the flight, the greatest series of high lift locks in the world, where, in five lifts, the canal level is raised one hundred and sixty-nine feet.

The New York state barge canal, comprised of the Champlain, Erie, Oswego and Seneca and Cayuga canals, is a greater engineering achievement than many people realize. Its total length is roughly ten times that of the Panama canal and the lock at Little Falls, with its forty and one-half foot rise, has a higher lift than any Panama lock. The minimum depth over mitre sills in all the locks is eleven and one-half feet and bridge clearances over water under bridges are not less than fifteen and one-half feet. The ditch cuts are dredged to a depth of twelve feet. The electrically operated gates in all the locks may be opened or closed in thirty seconds. One structure of particular engineering interest is the siphon lock at Oswego with a lift of twenty-five feet. This lock can be filled or emptied by means of a series of pipes without the aid of mechanical means. The fifty-foot Taintor gates at the dam in the Hudson River near Mechanicville are the largest gates of their type in the world. From fourteen feet above sea level at the Hudson River the Erie canal rises to an elevation of four hundred and twenty feet at the Rome summit level.

Canal permits are issued to pleasure boats free of charge. In spite of the amount of commercial traffic we found the lock keepers ever willing and ready to look out for our small boat and put us through with the minimum of delay.

In the course of the day at Waterford the skipper of the Pons struck up a conversation with a tug captain and listened to tales of barge handling on the canal. This individual seemed to feel that the handling of tug and barge crews was more a matter of brawn than tact though the families living on the barges about us appeared to be a good-natured, though careless lot.

Pons went up the flight astern of a slug-like Standard Oil tanker. This juggernaut filled the locks from side to side and during the filling of each lock tended to amuse itself by intimately chucking Pons under the chin. Each time the upper gates were opened the chauffeur of the mammoth rang for full speed ahead and we braced ourselves for the ensuing turmoil. A large scale demonstration by its propeller of the principles of a washing machine left Pons with a strong inclination to dispense with her escort but the top of the flight was reached without any casualties.

Once in the Erie canal we undertook to make the best possible speed in the run back to Ithaca. One of the chief difficulties which the skipper encountered was that of scaling the ladderless walls of the lock approaches where the roar of nearby dams drowned the sound of the whistled signal. A west wind sweeping down the twenty miles of straight ditch cut at the summit level kicked up rough going where we least expected it. The same wind stirred the twenty-mile length of Onondaga Lake into a sea of boisterous turmoil. This lake, which looks innocent enough on the map, can be extremely treacherous when its shallow waters are swept by a stiff west wind. We preferred to wait three days rather than buck its breaking waves in Pons.

As we reached the point at Three Rivers where we had turned off two months before to head for Lake Ontario, skipper and mate celebrated the completion of a thousand mile loop by agreeing to rechristen Pons Asinorum. Henceforth she could be Pons unadorned. It would please the long suffering lock men and, after all, Pons didn't seem to need any apology for being.

It was September. A nip in the air and bits of flaming scarlet in the woods indicated that it was high time for open boat navigation to give way to home and fireside. Pons was tied in the Ithaca inlet and her crew, refreshed and exhilarated by their summer's trip, soon adjusted themselves to life on shore, but before the end of the first week had elapsed plans were under way for the next summer and, needless to say, those plans involved Pons.

WINTON COMPANY MOVES EASTERN BRANCH

Announcement is made by the Winton Engine Company that effective May 4, 1929 their new eastern sales and service branch will be located in the new 10 East 40th Street Building, New York City. Their removal is occasioned by their having outgrown the former quarters at 331 Madison Avenue. The new location will provide not only for the handling of sales but will give them ample accommodations for complete and well organized spare parts and service departments.

JUNE, 1929

Chrysler Marine Engines

share all the benefits of Chrysler Motors

CHRYSLER Marine Engines are products of Chrysler Motors. As such, they share in a pooling of human, mechanical and financial resources that completely dwarfs the facilities possessed by any individual manufacturer of marine power plants.

The resulting benefits are expressed in Chrysler Marine Engines through inbuilt quality, alert performance, unfailing dependability and long service life—at prices many hundreds of dollars less than those asked for any comparable product.

Many of the country's most prominent builders of standardized runabouts and

cruisers were quick to recognize the extra value embodied in Chrysler Marine Engines. As a result, an ever-increasing number of boats produced by A. C. F., Dart, Chris-Craft, Corsair, Gar Wood, Sea-Lyon and Wheeler are Chrysler-powered.

Address your request for information to the Marine Engine Division, Chrysler Corporation, Detroit, Michigan, or to the distributors listed below.

ATLANTIC RADIO & MARINE CO., INC.
Boston, Mass.

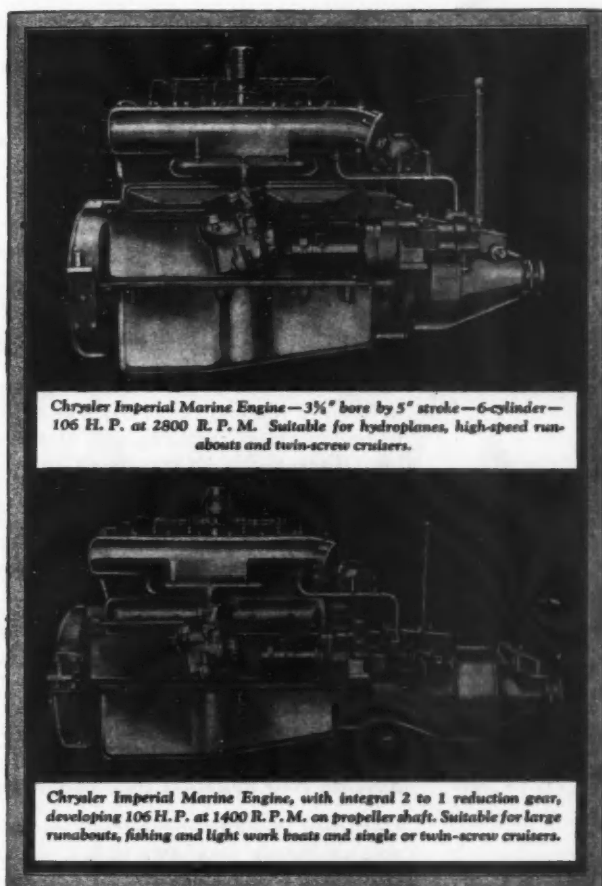
MARINE EQUIPMENT & SUPPLY CO., INC.
Philadelphia, Pa.

YACHT & MOTOR SALES CORPORATION
Wilmington, Calif.

HALL-SCOTT MOTOR CAR COMPANY
New York City and Seattle, Wash.

J. H. HUTCHINSON
Alexandria Bay, New York

SYRACUSE MOTOR CAR COMPANY
Marine Division, Syracuse, N. Y.



Chrysler Imperial Marine Engine— $3\frac{1}{4}$ " bore by 5" stroke—6-cylinder—106 H. P. at 2800 R. P. M. Suitable for hydroplanes, high-speed runabouts and twin-screw cruisers.

Chrysler Imperial Marine Engine, with integral 2 to 1 reduction gear, developing 106 H. P. at 1400 R. P. M. on propeller shaft. Suitable for large runabouts, fishing and light work boats and single or twin-screw cruisers.

Chrysler

MARINE ENGINES



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Commence

Wherever you may be, at home or abroad, Chris-Craft merchants await the pleasure of giving you and your friends a Chris-Craft ride. In principal centers throughout the world, Chris-Craft demonstrators lie in the water awaiting only the touch of the starter button to unfold for you a remarkable experience in water motoring.

You'll feel just as much at home with a Chris-Craft as you do at the wheel of your automobile. Starting, lighting, steering and controls are those of the high grade motor car. Ahead or back, turning or stopping, Chris-Craft minds your hand and matches your mood—a child can drive it.

Uncurbed by white lines or traffic whistles, able to choose your own speed, you can commute from home to business at express train speed. You can fish or hunt

in places inaccessible to land travelers. You can give your guests that rare combination of privacy and comfort in the great outdoors.

Come take your ride in a luxuriously fitted Chris-Craft. You assume no responsibility in doing so. Look thru the list of Chris-Craft merchants. Telephone or write the nearest one. He will arrange to have you drive a Chris-Craft as our guest. A confidential deferred payment plan is available. A completely illustrated catalog may be had for the asking.

Chris-Craft merchants are being drawn from the ranks of successful men in all lines of business. If your interest lies in a Chris-Craft franchise and you are located in open territory, write or telegraph for information on this, the next great business opportunity.

CHRIS SMITH & SONS BOAT COMPANY, 386 Detroit Road, Algonac, Mich.
New York Factory Branch—1 West 52nd St. at 5th Ave.

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World's Largest Builders of All-Mahogany Motor Boats

Runabouts · Sedans · Commuters · Cruisers
18 Models 22 to 38 feet 30 to 45 Miles an Hour
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24-foot Runabout, 10 passengers,
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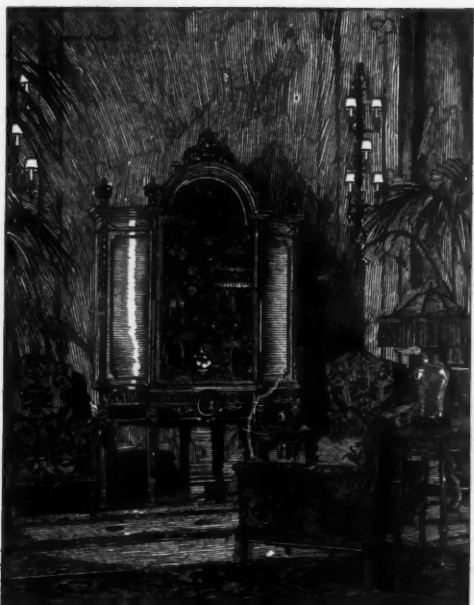
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Princess Louise Inlet

(Continued from page 35)



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Beauty of appointment, perfection of service, inviting convenience and comfort—these things the management may contribute to a great metropolitan hotel. But it is the guests, themselves, who establish its Atmosphere . . . Cultivated people who make **THE ROOSEVELT** their favored place of residence find here a spirit and a setting which are in perfect accord with their own traditions of good taste.



Connected by private passage with Grand Central and the subways . . . Complete Travel and Steamship Bureau. "Teddy Bear Cave," a supervised playroom for children of guests . . . Special garage facilities.

BEN BERNIE and his ORCHESTRA in the GRILL



THE ROOSEVELT

MADISON AVE. at 45th Street NEW YORK
EDWARD CLINTON FOGG—Managing Director



naimo doesn't matter. What if they did have a drink or two? O. K., isn't it? Well, they didn't confess they did, but inferred that the ale house served good tonics for colds, gout, rheumatism, or what have you?

Away! All hands happy, the motor running smoothly, the boat riding nicely and Dodd narrows ahead. Hum—Hum—Dodd's Narrows! There's a kick in every crest to shoot that roaring, boiling channel and even those wise old Indians along the coast invariably wait for slack water. Trimmer carried them through with the colors lashed to the mast truck and all was shipshape.

An idealistic summer day unrolled before them and 'ere nightfall had stolen quietly upon them, they were high and dry in Roche Harbor—hopping off place and entering port for seafaring men clearing the customs. Yes, they cleared! The grim representative of the U. S. took their word for it that Trimmer was dry as far as alcoholic beverages were concerned.

Four bells and ten A. M. the following morning, Trimmer was approaching Bellingham, Northern metropolis of Washington State, and incidentally a lumber port of no small magnitude. Gene weaved their ship through Peavine Pass and they picked up Rosario Straits a few moments later.

Peavine Pass separates Blakely and Obstruction Islands. The latter island isn't more than a mile long and half a mile wide and is entirely unpopulated. It's owned by Robert Moran and would indeed make an ideal rendezvous for fishermen, campers, or boating fiends who wanted perfect solace and quiet.

Strawberry Bay! Where's the shortcake? Boy, that's some country. Cypress Island abeam. Head of it? No? Here's the data. Captain George Vancouver was reconnoitering in that section of the Pacific Northwest during June, 1792. His expedition came upon Strawberry Island and beheld Cypress Island on the port.

Professor Edmond S. Meany, eminent historian on Pacific Northwest history and development, tells us that Captain Vancouver saw some trees on the island which he thought to be cypress. Hence, the monicker, Cypress Island. The trees proved to be a form of juniper, and are commonly called pencil-cedar.

Blue sky overhead; calm, tranquil seas before them; Bellingham in the offing. Ah, they're now entering Bellingham Bay. There's Point Williams on the starboard and Point Francis on the port. Chain rattles; the power plant was throttled down, waves curled and foamed as the propeller reversed; Shain skillfully landed Trimmer in Bellingham. The city was named after Sir William Bellingham, comptroller of the storekeeper's accounts of His Majesty's Navy.

As mentioned before Larry is a corking good cook. Not to bawl out the chef but merely to dine ashore they had dinner at the Leopold cafe, knocked around town several hours, and were away.

Once out in the bay proper, wherever the eye gazed it met with sights that are easy to gaze upon. Far back of the rolling hills, beyond Bellingham City rose Mount Baker—a cone of silver rising from a field of beautiful gems—then dead ahead on Orcas Island, Mount Constitution stuck its emerald tip 2,000 feet above the shoreline; far off the quarter bow the rolling Olympics loomed in the distance, their jagged peaks clad in snow and shimmering ice; now they gazed across the stern and beheld the rolling Cascades, starting with Mount Baker and stringing Southward as far as the eye could follow. Blue sky everywhere; now and then one of the unnamed islands of the San Juan group would greet them as they winged on their way.

Hail for Hale's passage. Lumni Island rose sheer from the water, it's gigantic growth of firs and cedar rising towards the cumulus clouds. Shain and Company made a landfall and through the glass picked out the finest little cove West of Gotham town. There they dropped hooks. Not a ripple disturbed the tranquility of the God of the Seas—Neptune by name. Just for variety they piled blankets, grub et cetera into the dinghy, spun the cord of the Johnson light twin and were headed for shore.

Twilight! Jumping fish! Wind murmuring through the trees A thin wisp of smoke curled towards the skies. Dinner was brewing. Gee, what a dinner. Can't you taste the tang of that coffee? Can't you see the steak sizzling on the hearth with brown, mashed potatoes and gravy that speaks for itself?

There is beauty and peace and solitude to spare on Lumni Island. Here you hear the chug-chug of the grimy fishboats

(Continued on page 116)

Quality not Quantity

THE principal reason for the success of Vinyard Fifty and Fifty-Five Foot Twin-Screw Motor Yachts and their popularity with discerning yachtsmen is the Vinyard creed: — "Quality not Quantity."

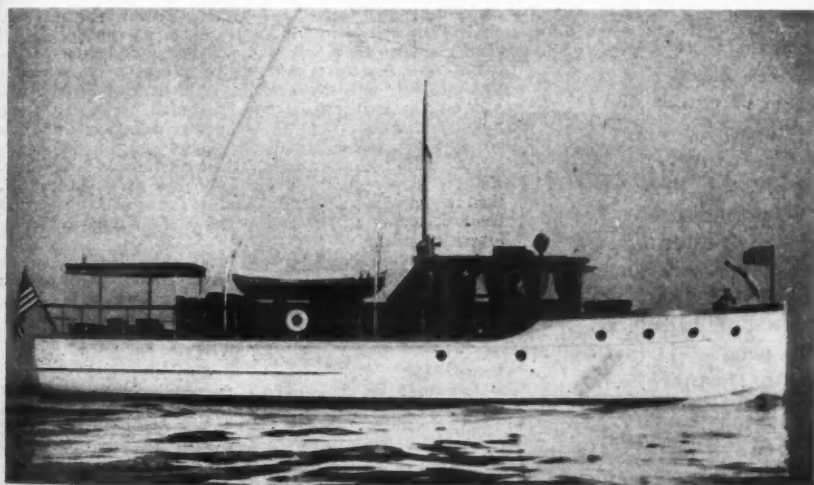
Each operation in the construction of every Vinyard cruiser is given the kind of attention usually expected in only custom-built craft of the finest quality. This is reflected

in the graceful beauty, great ruggedness, absolute seaworthiness, ease of handling and incredible smoothness at every speed of Vinyard cruisers with either twin six-cylinder Sterling or Kermath power plants.

The comfortable and tastefully arranged Vinyard accommodations include a spacious deckhouse, neatly appointed guest's room, owner's cabin, lavatory with modern sanitary fixtures and shower, and fully equipped galley with Frigidaire electric refrigerator. Delco

water pressure system and Delco electric lighting plant are standard equipment. The fifty-five foot model has a separate dining room forward of the deck house. Vinyard cruisers are sold complete with every essential, even to china and silver service for a table of eight.

We will be glad to send detailed and illustrated literature to interested parties.



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FIFTY-FOOT
TWIN-SCREW CRUISER

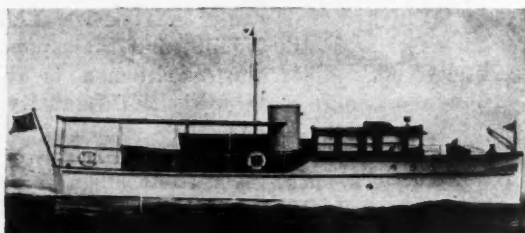
VINYARD SHIPBUILDING CO.

*Designers and Builders of Yachts and Cruisers
of the Highest Class*

MILFORD, DELAWARE, U. S. A.

TOWNSEND

An Unusual Fifty-Foot Diesel Cruiser (TWIN-SCREW)



WHEN we say the Townsend Fifty-Foot Twin-Screw Diesel Cruiser is an unusual craft we don't mean it is tricky or freakish. But we do claim that for comfort and livableness afloat it is far ahead of any craft of equal size and that for seaworthiness and smooth riding it compares favorably with Diesel yachts of over one hundred feet in length. Furthermore, being powered with two six-cylinder 75 h.p. Hill Diesel Engines, its operation cost is reduced to one-third that of gasoline power; its cruising radius is 800 to 1000 miles at a speed of 14 to 16 miles per hour; and finally there is no fire hazard.

The Townsend has two double state-rooms accommodating six in owner's party. An enclosed deckhouse which makes an excellent lounge or dining saloon. The canopy covered after deck is large enough for teas, dancing or fishing parties. The culinary department is equipped for the preparation of full course dinners. It is one-man operated from centralized controls on bridge. Should owner care to carry a crew, quarters are provided for two.

Write today for full particulars.

Townsend Boatbuilding & Engine Co.
1418 Packard Building, Philadelphia, Pa.
Plant: Fairhaven, Mass.

Princess Louise Inlet

(Continued from page 114)

as far as you can see them out against the sunset, mayhap sliding along against the echoing background of island cliffs. You love those boats. They teem with life and personalities.

No noise save the roar of the wind and the tides—which are thrilling noises. The surf resounds on the rocky beach, rattling the pebbles with its rhythmical motion. Hunks of petrified sunset aren't hard for the eyesight. Colors? Those in the rainbow and more, too! No artist could sketch it, Shain will vouch for that.

A tent you ask? No brother, not on a night like that! Just a spruce bow or two to slip 'neath your blanket, then curl into the covers, look at the stars, hear the sea murmur its musical refrains. Then dream of strange ports and weird ships on the seas' highways. Golly, that's living. I know, brother, for I've tried it summer in and summer out. Shain knows! Larry knows! Larry knows! Larry knows; so does Gene. Any red blooded man, woman or infant who has tried it once knows how it calls one—beckons him like a thousand brazen voices shouting at once. Then, and not until then, you've got the cruising bug and will perhaps heed the call of flying spray. Yes, you will relinquish your seat with the rocking chair boys and get out where the tang of the sea is realistic.

Harken! Four bells, 6 a. m. The ship's clock is striking the bells. A thin vapor rises up from the sea but the glow in the west bespeaks a nice summer day. Gene didn't get up on time. Therefore Larry and Shain had their swim first. Gene still sawed wood. They just carried him bodily to the seashore, removed his clothing, and threw him in. Moral: Always get up when the alarm sounds. Gene's a good sport; he enjoyed the morning and dip, and came out with an appetite that spoke for itself.

Hotcakes and bacon with six gallons of coffee went over big. As the tide receded, sailors three found several crabs along the rocks near their camp, and also dug razor clams. Clam chowder! They sell it in Seattle town for 35 cents a bowl, but the clam chowder they had was worth ten dollars a gallon.

But on! Anacortes was their next port. It proved to be a bustling little mill town on the north end of Fidalgo Island. It had only a mediocre harbor for small boats, but tramp ships found better facilities at the lumber wharves. The merchants were richer when Trimmer chugged out of the harbor.

Skagit Bay. Long swells, gentle pitching and heaving. Mount Baker's jagged outline dimly fading—a gray shadow. Now and then a lone fish boat. Shain at the wheel. Larry smoking. Gene dreaming of his girl friend and smiling—rather a pretty, lovesick smile.

Transparent blue and light gray skies bare of any trace of clouds overhead. Gulls loomed like silhouettes between the ship and fading sun. Long stratum clouds, pink tinted, fade as the ball of red drops toward the edge of the horizon—the colors kaleidoscoping into lemon and then sky gray—foaming on and on Trimmer makes a snappy passage. Ulstallady harbor ahead! Peace! Quiet! Happiness! Another day had partly gone.

Ashore in the dinghy. Ah, the smelt season is on! Yes, the smelt season. A steady stream of open boats, powered with low speed, two cycle marine engines, swish around Point Demock and edge into the bay. The fishermen stand up, stooping slightly, with a hand lightly holding the helm. They land—hardy men—last of a disappearing race of iron men and wooden ships. Ah, those fish. Short pieces of silver, good eating, and better when canned.

Night! Lights twinkle one by one! A steamboat whistle wails in the distance. Waves lap into the dock with restless spirit. Voices, laughter, campfires! The fishing season is on—there's no rest at Ulstallady. A sharp, staccato siren sounded—it was the Whidby Island ferry limping in. More voices. Night passed on. Three happy but tired seafaring men slept in the comfortable fo'c'sle of Trimmer.

Long 'ere the morning sunshine rose above the horizon, fishermen were up and at 'em at Ulstallady. The chug-a-lug of their motors broke the stillness of day at 8 bells and four a. m.

Trimmer pushed on. Bowled around Point Demock and a clear sea unveiled before them—Saratoga passage by name. The crack little troller Dixie came splashing down from Coupeville.

The Dixie's old man eased alongside of Trimmer and asked if he could make fast. Shain agreed.

"Just want a little company," the Dixie's weatherbeaten mariner started. "I'm tired. Need sleep. Time—what's time? We're here on the rolling deep today and then gone. Gone where? I don't know; you don't know. Life's blue-black, but is it? No, it's a rainbow of dirt and silvered sunshine. Which dominates? Quien sabe?"

"Not a bad speech for a sun-bronzed troller who never has had much schooling," Shain told me afterward. "However,"

(Continued on page 118)

JUNE, 1929

"Reach for KUHL'S' instead of Pitch"

We are indebted for this slogan to
HOFFAR-BEECHING SHIPYARDS, LTD., VANCOUVER, B. C.

C. G. BECHING
President

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SHIPBUILDERS - ENGINEERS
NAVAL ARCHITECTS

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VANCOUVER, B. C.

February 26th, 1929

Pub. Mat. Record
TELEPHONE
DOUGLAS 1-222

E. B. Fred Kuhls,
65th St., & Third Ave.,
Brooklyn, New York.

Gentlemen:-

We are sending under separate cover, a picture of one of our standardized cruisers, the "Deerleap".

It will interest you to know that the deck comes on all our craft are filled with Kuhls' Elastic Seam Composition, and we have found it to be satisfactory in every way. It does not crack and we are always assured of a tight job.

The boys in the yard have a motto now that goes like this, "Be reach for Kuhls' instead of pitch".

They thank for your excellent service.

Yours very truly,

HOFFAR-BEECHING SHIPYARDS LTD.

[Signature]
General Manager.

RM/202

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ADJUSTING SYSTEM



Deerleap, a sixty-eight foot standardized twin-screw cruiser, built by Hoffar-Beeching Shipyards, Ltd., Vancouver, B. C.

KUHL'S' Elastic Seam Composition is made in three grades—each for a particular purpose. Use—

- No. 1
for deck seams
- No. 2
for hull seams
- No. 3
for laying canvas on decks, housing and hatches. Also for canvassing and repairing canvas.

MADE in six colors—White, Gray, Yellow, Mahogany, Black and Teak—and in three special grades. You will find Kuhls' Elastic Seam Composition will not only serve your immediate purpose, but once applied it insures a watertight seam for eight to twelve years. That's why leading boat builders use Kuhls' Elastic Seam Composition exclusively.

Marine Supply Dealers and Leading Hardware Stores Carry Kuhls' Products

H. B. FRED KUHL'S

Sole Manufacturers—Established 1889

SIXTY-FIFTH STREET and THIRD AVE.

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Elastic Flat
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Mention MoTOR BOATING, 57th St. at Eighth Ave., New York



Clean Your Boat . . . inside and out with this Sudsy Action Cleanser

The result of 33 years' experience in the manufacture of cleaning preparations, Silver Suds Marine Cleanser penetrates and dissolves dirt by an exclusive sudsy action.

Silver Suds Marine Cleanser is prepared exclusively for the economical and safe up-keep of the yacht and not a violent scouring compound for paint removing purposes. It is an excellent hand soap—instantly removes engine room grease—and harmless to the skin.

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Send 50c for trial pail

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829 N. 19th Street :: Philadelphia, Pa.

TOPPING BROTHERS, New York Distributors
159 Varick St., New York

Princess Louise Inlet

(Continued from page 116)

he added, "We talked with the Dixie's skipper clear to Possession and got a new slant on things. It seems that he used to be a scholar in a certain Eastern university and his health cracked. He came West with a small stake and has been fishing ever since. His actions are queer but he's harmless. Get's wound up on a subject and can recite quotations from the Bible or from the early philosophers to substantiate his beliefs and arguments. He showed us his library and found that he had over seven hundred books on board. We all enjoyed his visit very much and were sorry when he left us at Possession."

Shain and his two true-blue pals simply had to take one more whack at the gladiators from the ocean depths. Early the following morn they were out and at 'em. With one twist the Johnson light twin answered the master's command and carried them to a kelp bed in a picturesque cove. There they cast their lines and waited for Mr. Salmon to bite. Bang! A Strike! One, two, three and you're out; another trout hit the hook, sounded and the battle was on. Boy, they had sport! For two happy hours they fished and nothing else but. Yes, Sir! It was jolly good sport to try out different gear—candlefish, eggs, herring and worms were used for bait. Would have used ear-wigs if they had them. Then the last breakfast of the voyage. Ah, those trout fried in butter were worth the price, worth any price, brother!

With a pain in the part of their anatomy called the heart area, Skipper Shain and his two commissioned officers, rowed to the mother ship, and were away—away on the homeward trail—down the picturesque sea lanes of Puget Sound.

Slowly they left Whidby Island in their wake. A grim tramp lumbered out of Everett harbor and stuck her blunt bow for the rolling blues. The Winton sang the same song; a song of achievement and beautiful engineering efficiency. Trimmer just trimmed over the waves at a merry pace.

As evening softly stole upon them, three bearded, sun-bronzed, briny but damned happy mariners chugged through the Ballard locks, and cruised in to Lake Washington. Home, feeling like a swack hound with a case of twenty year old Scotch; home, with memories that will live forever in the diary of their seafaring experiences; home, with a world of pep to again attack the grindstone of life and patiently wait for summer breezes to again blow. "All ashore that's going ashore," all right, all right, don't shove!"

You'll Do II

(Continued from page 29)

thoroughly cool and refreshed in time for dinner.

You'll Do II was designed for Walter D. Sachs of New York by the Luders Marine Construction Company and will be used as a week-end cruiser and commuter between Darien, Connecticut and the big city. This trip can be made readily in one hour and a half which is a saving in time over that required by train or motor, particularly when the added time necessary between the home and station or station and office is considered.

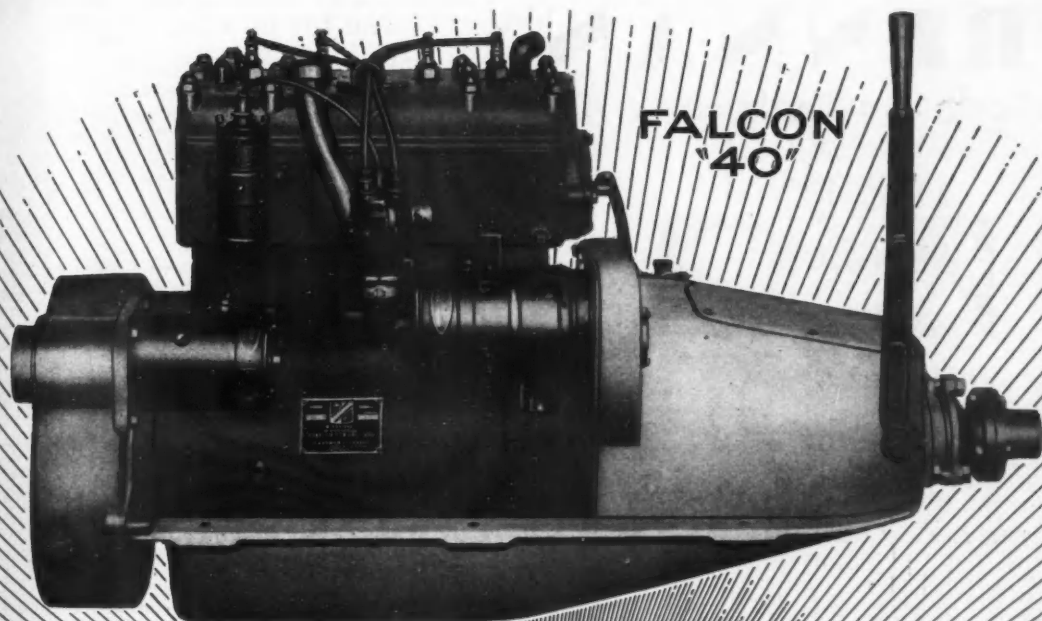
The popularity of this form of transportation can be appreciated when it is realized that there are as many as one hundred boats arriving in New York on a busy day. It has been the effort of the Luders Company to develop a most practical boat for this service and following the traditions of the company they have felt that the boat must be not only fast but seaworthy and comfortable as well and that it must also be an artistic creation that will show the care and thought expended on its design.

For a yachtsman the cost of operation of a boat of this kind is moderate. It can be well taken care of and completely serviced by a crew of four. It is sufficiently seaworthy to make a trip anywhere along the coast and the design has proven so popular that several duplicates are already under construction indicating that the design has struck a responsive note with progressive yachtsmen.

NEW ENGLAND LIGHTHOUSES

Malcolm F. Willoughby is the author of an interesting new book which covers in a very comprehensive way the history and characteristics of all the lighthouses and lightships on the New England coast. He tells in a very interesting manner interesting things in connection with each of the lights and gives all of the distinctive markings, fog signals and special characteristics of each one. A separate chapter gives a complete list of all attended lights and another section giving complete sailing directions of the New England coast makes it an especially valuable volume for the yachtsman to include in his library. Copies of this book may be secured from the publishers, T. O. Metcalf Company, of Boston.

JUNE, 1929



FALCON Owners Know *What We Mean —*

LET 'er blow—let 'er roll—let the spray dash wide and handsome—as long as the ol' ship hangs to her keel—we'll safely weather the gale—for she's powered by a FALCON.

Falcon owners understand what we mean.

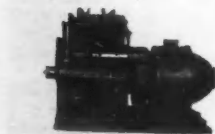
They know the relentless stamina, the surging power and the fleet-winged smoothness that distinguish a FALCON from all other marine engines.

From the stocky "one" and "two" cylinder engines which are the pride of the seaboard fishermen—to the gracefully lined "Fours" and "Sixes" that parade the boulevards of the sea—the entire FALCON Series has set a standard of marine motor performance which is lifting the sport of motor-boating to new heights of pleasure and economy.

Yes ECONOMY—for their faithful dependability—their in-wrought durability—their masterful efficiency—to say nothing of their decidedly low initial cost—are all factors which contribute to the supreme satisfaction in having your boat FALCON powered.

Let us send you the complete facts. Tell us your requirements. Unusual opportunities offered to dealers.

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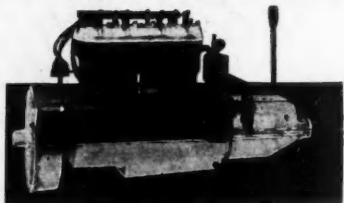
Also manufacturers of the most complete line of distinctly marine electric plants—ranging from 350 watts to 25 K.W.

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One Cyl.	5 H.P. Catalog M-1
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Four Cyl.	18-15 H.P. Catalog M-2
Four Cyl.	40 H.P. Catalog M-4
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Model EE-4—70 H.P. at 1850 R.P.M.

PRECISION workmanship, quality material, advanced design, silky smooth performance, unfailing power and true economy are characteristics which have made BRENNAN marine motors famous throughout the world. Whether your boat is a small skiff, runabout or a 75 ft. cruiser, there's a BRENNAN motor built especially for it.

Wide Choice of Models and Power Range

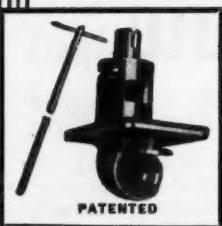
N-4	Four Cylinders	4" x 5"	15 H.P. to 50 H.P.
E-4	Four Cylinders	4 1/2" x 5"	25 H.P. to 60 H.P.
EE-4	Four Cylinders	4 1/2" x 5"	50 H.P. to 70 H.P.
60	Six Cylinders	4" x 5 1/2"	60 H.P. to 75 H.P.
100	Six Cylinders	4 1/2" x 5 1/2"	65 H.P. to 100 H.P.
20 DeLuxe	Six Cylinders	4 1/2" x 5 1/2"	60 H.P. to 115 H.P.
125 DeLuxe	Six Cylinders	4 1/2" x 5 1/2"	65 H.P. to 125 H.P.
Gold Cup	Six Cylinders	4 1/2" x 5 1/2"	150 H.P.
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Positive—Noiseless—Automatic
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Before putting your boat overboard install a St. Clair Self-Bailer. It will keep your boat free of water. It works automatically and silently. Nothing to get out of order. Thousands are in use. Sizes for all kinds of boats. Special type for hydro planes. Write for descriptive literature.

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THE smallest portable electric light plant in the world. Makes electricity in your hand. No batteries to go dead. Turning the handle winds spring motor, which when released by push button runs dynamo and generates current. One winding gives continuous light for nearly three minutes. It has no brushes, requires no oiling nor adjusting. Guaranteed for one year. The Byrd Antarctic Expedition have taken 30 of these lights.

Price \$10.00—Order One Today

CAMPBELL MANUFACTURING CO.

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The Joy of Short Cruises

(Continued from page 38)

We go down to supper.

The table is set between berths. From the club aluminum, asparagus emerges in all its original juices; there are steak, mushrooms, hominy, home-spiced sickel pears. Huge, dark red strawberries, and an extra pint of cream that had survived the accident of the burglar alarm.

"How do you like short-cruising with farmers?" asks Sam.

"We like it fine!" comes back Cecilia, replete from ear to ear.

The dishes are washed and put away. Plenty of hot water, plenty of clean dish towels. "Settle down, ladies," says Captain Sam, "And I'll read some Conolly to you." We stretch out on the long berths, their pillows and mattresses freshly covered in gay cretonne. Sam, I notice, hangs his feet over the edge. Cecilia flings hers on a pillow. I motion to her. "What?" she asks. "Oh—my feet!" She giggles, and waves a pair of long legs over the edge of the bunk. "Gosh!" she begins "On Albacore we—

"Cecilia,—please," I beg, but Sam wants an explanation.

"Well," begins Cecilia, nothing loath, "Albacore isn't this kind of boat at all—"

"You mean she has no sails, don't you?" breaks in Sam with a helpful smile.

"Well she has no sails, but I don't mean that. I mean," with a vigorous gesture that includes snowy tablecloth, frilly curtains, cretonne, etc., "I mean she just isn't this kind of boat. On Albacore we fish; we fish and fish and fish, and sometimes when we have four lines out we get excited and the fish don't get in the box and they flop around and things get kind of scaley. And Daddy says, 'Better hunt up a sandwich, C, there's a nasty smell out here, and if you get sick nobody's going to do anything about it but yourself'—and I find a hardboiled egg in the tin box and eat it with one hand while I fish with the other. And we wear big rubber boots so we can fish from the meadows, and when we come aboard again Mother swishes round with the mop and Dad says, 'Oh, mother, you'll never get that Jersey mud off the deck. Just forget it.' And we cook supper in the frying pan and eat it on enamel plates and kind of fall asleep in our bunks without taking off much except the outside wet things. And when we get a really big tuna. Daddy lets me take home the jaw if I skin it myself. And this is the way I skin it—"

"All right Cecilia," interrupts Sam, concealing his feelings like the true gentleman he is. "Just you take off those wet sneakers and put your feet up, and I'll read you a story about some real fishermen."

And in his smooth, even voice Sam begins the peerless Conolly story of The Chase. The rain patters on the cabin roof and I snuggle down with the word cosy written across my mind.

Bookshelves, perfect copper netting, curtains, (but I can't bear curtains on a boat—bad enough in a house)—innumerable electric lights placed by Sam in the exact strategic spots; between cabin and galley, a folding door that slips back out of the way; gun racks that snap back so you don't bump yourself on them when the guns are out, and—what takes my eye, chart after chart rolled on the wall so that with a crook of the finger you may read the whole story of any Atlantic waterway. At my elbow is a beautiful Chesapeake chart; silently I pull it out six inches and peep at it; Sam yawns; we all yawn.

Against every rule of the sea, the Captain makes his bunk in the forecabin; Frances and I each possess ourselves of a long, luxurious berth; Cecilia samples the air mattress on the floor between us. Lights out, and there is contented silence while the wind outside increases; Westerly swings on her chain, the rain drives furiously against the portholes. . . . Splash!—on my forehead. Splash again, in my ear. A solicitous hostess comes to my rescue with a tin cup, which I place upon my right shoulder.

Voice from forward: "What's all that whispering about—a tin cup? Frances, you don't mean there's a leak?"

"Never mind, Sam," I reply, soothingly; "Take it from an old cruiser, there's times when a tin cup makes a very cozy bedfellow."

Instantly we are plunged in a long discussion about leaks. "It's not really a leak," Sam persists: "I know that place. The seam opens up a little in dry weather. She needs paint—"

Now why, I muse, do yachtsmen always lie about leaks? Perhaps they are prompted by the same spirit that causes young parents, haggard from pacing the floor since dawn, to swear that the Baby always sleeps all night.

"When is a leak not a leak?" asks Cecilia, with unexpected subtlety, and Frances laughs.

(Continued on page 122)

DART



DART

Most speed boats look alike, and in calm weather most speed boats behave alike. But there is a vast difference. Examine the 1929 Dart Runabouts at close range and you will quickly discern the superiorities of construction, the additional precision of workmanship and the many refinements of gear and equipment.

Ride in a Dart in choppy or rough weather and notice her seaworthiness. Notice her smooth riding qualities which reduce pounding to almost nothing. Notice the smooth, flat spray thrown well away from the forward and after cockpits.

Then clock a Dart over one, five or forty miles and learn how she delivers a little more speed for the amount of horsepower exerted—not essential but comforting when other makes of boats are in the same waters.

These then are the reasons why you should

choose a Dart Runabout. But there is only one reason why you should want a Dart—just for pure pleasure. Pleasure to yourself, family and friends over the summer week-ends.

Pleasure in commuting by water instead of the congested roadways or hot trains. Pleasure in going fishing, going swimming, going anywhere — just going over the cool, clean water.

Dart Runabouts are built in three lengths, 22½ ft., 26 ft., and 30 ft. The two longer models are obtainable in either open or sedan design and there is a choice of runabout or speedster type in all three models. The Dart 30 foot speedster is Twin Screw and represents the ultimate in dependable and luxurious water travel.

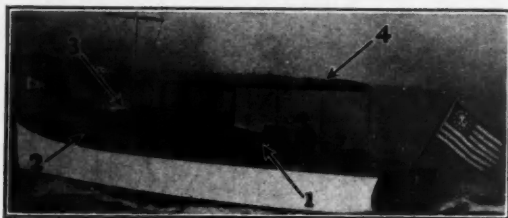
All Dart Runabouts can be purchased on our convenient plan of deferred payments.

Write for descriptive booklet, details, specifications and prices. Dealers' franchises available in a few choice territories.

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Mention MoToR BOATING, 57th St. at Eighth Ave., New York

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**1—RUSSIALOID**

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The ideal artificial leather for boat cushions. Supplied in a wide range of colors and grains.

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A fire resisting, double texture, leather substitute unexcelled for long wear and unaffected by change in climatic conditions.

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An excellent insulating and weatherproof panelling. Ideal for cabin joiner work and will take a high, natural wood finish.

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Admittedly the leader for awnings, spray hoods, weather cloths and waterproof covers. Obtainable in many color combinations.

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New York City**Dashboard Compass**

is just the thing for your play boat—sets in the dash like your clock. Nickel bezel, attractive and useful. **\$25.00** ready to install.

The Walker Excelsior Yacht Log

in knots for salt water use—in statute miles for the Great Lakes. Accurate, dependable, unequalled.

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Bound in stiff Canvas Covers

Just the thing for your cruise. Courses and distances all laid out.

The Joy of Short Cruises

(Continued from page 120)

"Do you remember, Sam," says Frances, "the night we spent on the Smith's ketch in Buzzard's Bay, and it rained so hard, and came in through every porthole and we screwed them tighter, and nothing did any good, not even the pliers? And Bill kept insisting the ports didn't leak, they were only sweating."

"Humph!" says Sam, and we are silent, listening to the rain. And the first thing I know I am awakened by my tin cup clattering to the floor, and I smell coffee, and discover it is morning and everybody is dressed but me.

With the storm the breeze had changed, and under a bright sky and a snapping northwest wind we flew down the river. As we approached the mooring I had opportunity to observe Captain Sam's system of marine discipline, developed I am sure through years of effort. Every order he gives is repeated aloud by his trusting spouse—and it is plain this system is enjoyed by both end man and interlocutor.

Frances stood in the bow, looking out for the mooring; we were sailing fast with the wind behind us.

"Luff her, luff her!" cried Frances.

"What!" shouted the exasperated Captain at the wheel—and with a bump and a scrape we sailed over the mooring.

"Well!" said Frances, mildly (Frances is that kind of wife), "Why didn't you luff her?"

"I didn't hear you. I never hear you," raged Sam; "What good is that drawing room voice on a boat? You must yell loud."

"Like you, I suppose?" retorted Frances. "When you yell, you yell so loud I can't hear the words. All I hear is a roar. So I just do the first thing that seems sensible—"

"There's your mooring now," roared Sam. "Grab it. GRAB IT!"

"Grab it," repeated Frances, automatically—and grabbed it. Too soon we found ourselves in the dory. Farewell to you, Westerly!

"Oh," I breathed, lifting my nostrils like a hound to the scent of game, "OH! I smell salt water."

"How can you smell salt water," asked Cecilia, wrinkling her nose, "with the breeze blowing down the River?"

"Nevertheless," I persisted, "I smell it! If I don't smell salt water, I smell the things that go with it. Ropes, and wet canvas, paint, oakum—musty lockers. I've got that ocean-going feeling. It began yesterday on the train, and it gets stronger every minute. It's wonderful!"

"It's gone to your head," said Captain Sam, pulling for the shore. "You look happy. Come again! Short-cruising's fine tonic for a land-bound lady."

MANY NEW YACHTS UNDER CONSTRUCTION

Boat yards all over the country continue to register activity with launchings taking place, new yachts under construction and orders placed for many more.

Among the more notable of the new craft is Acania, recently launched and delivered to her owner, Arthur E. Wheeler. Built by the Pusey and Jones Corporation of Wilmington, Delaware, from designs by John H. Wells, she is a 126-footer powered by two 6-cylinder reversible diesel engines of 250 h. p. each. These engines will drive Acania at 13 knots.

Cox and Stevens have designed three new diesel yachts which are now under construction. Cyprus, a 248-footer, has been especially designed for off shore work for the International Exploration Corporation. Twin screw diesels developing 2,200 h. p. each will provide a speed of 15½ knots and the cruising radius is 10,000 miles. Haida, designed for Max E. Fleischmann, is 218 feet in length and intended for rough water work on the Pacific coast. Twin screw diesel engines totalling 1,500 h. p. will be installed, giving a 14½ knot speed. The third of these Cox and Stevens yachts is Lone Star, being built for Major George G. Bourne. Her design is somewhat of a departure from conventional yacht style, combining with modern diesel yacht design a number of features of the military type.

Three more diesel engined boats from the boards of Gielow, are building and will be ready for launching December 1. There is a new 130-footer for Edsel Ford, a 125-footer for Frank Godyear of Buffalo and a 110-footer for C. Hayward Murphy of Detroit. All of these are being built at Boston. Besides these three Gielow has prepared plans for a 150-foot diesel auxiliary schooner for R. C. Roebeling.

At the Neponset, Mass. yards of George Lawley and Son, there has just been launched the 104 foot express cruiser Wayfarer built for W. W. Aldrich of New York. A twenty-mile speed is supplied by two 300 h. p. gasoline engines.

On June 7, the Bath Iron Works of Bath, Maine, will launch the \$1,000,000 Hi-Esmaro, 267 feet in length and equipped with the most modern facilities for navigation, she will carry two 1,200 h. p. diesels. H. E. Manville of Pleasantville, N. Y. is the owner.



Vision~

Look to the future—see what it holds in store for the delicate working parts of your marine engine. Knocks and bangs, hard starting and loss of power is the sad story told by far too many motors. Foresee these dangers and make sure that your engine gives the long, dependable service you expect from it.

Only a full-bodied marine oil of superior quality will withstand the ceaseless firing that bombards the cylinders. Empire Marine Oil has proven its ability to stand up under the severest tests and keep high speed motors healthy throughout the years.

EMPIRE WINS RACES

Empire Marine Oil has kept the famous 28-foot Hacker "Betty" unbeaten in her class. The immediate starting, unfailing power and exceptional endurance of her smoothly responsive 200 Scripps Engine proves conclusively the superiority of Empire Marine Oil. Made from specially selected, high gravity, 100 per cent Pennsylvania crude oil, Empire contains no acids nor impurities, a very low carbon content, and extremely high flash and fire tests. To assure the best performance, regardless of temperature, all amorphous wax has been removed by a patented process. Fill your crank case with it—use it under the most exacting conditions—then compare the results.

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New York City

Charles Francis Adams

(Continued from page 39)

two other veterans, Charles H. W. Foster and Herbert F. Sears, he sailed a race against six kids, in six small square sided cat boats, which the youngsters had been racing all the season, but which were strange to the men. Two boys were given one boat, two more another and two girls a third, while the other three boats were turned over to the elder yachtsmen. One crew of boys led all the way, the girls were second, Foster third, the other boys fourth, while Adams got in irons and was a poor fifth, and Sears did not finish. That night in speaking to four score youngsters of the Pleon Yacht Club, without commenting on the race, Mr. Adams pointed out emphatically that the man who won yacht races was he who knew his boat and was always ready.

"Sail your boat as much as possible," he said, "learn her whims, have everything ready; see that your sails and gear are in the best possible condition, and give everything your personal attention."

Any man who gives such careful attention to his own boat can be trusted to bring the United States Navy to a high state of efficiency.

Furthermore in his quiet way he is in full command of about every job which he tackles, just as he is in complete charge of every boat which he sails. Back in 1892, he was sailing his forty six footer Harpoon in a Golet Cup race off Newport. As usual, it was a long beat to Block Island, and the elder brother George was sent down to leeward to watch the headsails. Harpoon was being driven hard for Wasp was right astern, and before long there came a cry from the scuppers. "It's getting kind 'a deep down here, Deacon." To which was snapped back the reply, "You stay there, damn you, until it is up to your neck."

Somehow the Adams brand of profanity seems more like casual conversation than an oath and in the secretary it is inherited.

Many years ago, the father, John Quincy Adams, was wanted to argue a much postponed case in the Massachusetts supreme court, and the chief justice sent an officer to Quincy to bring in the lawyer. The bailiff rowed out into Quincy Bay and found Mr. Adams at his favorite diversion, fishing. Borrowing a pencil he wrote on the back of an envelope,—"Can't come, Judge, smells are biting like hell" and went on catching them.

One of the outstanding traits of Charles Adams has been his high sportsmanship which has cropped out continually during his career. Walter Burgess, brother of Edward Burgess the famous designer recalls the first race of the Adams boys, sailing in their new cat boat Dandelion. Burgess was leading in Tulip in the last leg but one of the course. Out ahead and to windward were two buoys, and being a stranger in Quincy Bay, he yelled back as to which should be turned. "We're taking the windward one," said the smaller of the two boys peeping over the weather rail, so both boats kept on, while a less conscientious skipper far astern, skum round the leeward mark and won the race.

In the first international race with the Germans with sonder boats at Marblehead in 1906, Adams sailing Auk was having a close fight with Vim, another American boat, the Germans being far astern. A sudden and unexpected puff of wind sent Auk up to Vim, where her main forestay caught the latter's boom and turned her completely round. As soon as the yachts were clear Auk hauled off the course. "You see we fouled and were out of it" was Adams' only comment.

In the last ten years Adams has shifted crews but once. With James H. Perkins, son of T. Nelson Perkins one of the reparation commissioners and his daughter Catherine, now Mrs. Henry S. Morgan, he won five championships and in the last four years with his Charles Francis, Jr. and a young relative George Dabney, he took another three year cup. His 25 rater Sally XIV will be in commission as usual this year, and young Charles Francis is arranging to sail her, but Marblehead will not be surprised if a big navy plane drops down into the harbor, after a four hour flight from Washington and a secretary of the navy sails a yacht race for the first time in the history of the country. In fact he is almost sure to be at the wheel of the Vanitie in the Astor Cup race on August 13 off Newport.

So far as known the sole personal contact with the United States Navy was on October 1, 1921 when on the deck of the famous America in the Dewey Basin at Annapolis he sold the yacht back to the government in behalf of the Eastern Yacht Club for a crisp dollar bill.

Charles Adams is what the late Bill Nye would call a fluent listener giving careful attention to every detail, sizing up a situation quickly and making a decision at once. He has seldom been known to change his mind, perhaps the most notable instance of the kind being with regard to certain racing rules recently issued by the New York Yacht Club, which he vigorously opposed some years ago, but which he now supports.

(Continued on page 126)

JUNE, 1929

KILL FIRE WHILE IT IS YOUNG



One pull—and the fire's out!

The life of any fire is short when an ALFITE System protects your yacht or motor boat. One pull on a control lever . . . and the fire is smothered out.

The system itself is simple. ALFITE Gas is stored in small steel cylinders connected by fixed piping to the danger points. The control lever releases the gas, flooding the fire

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The ALFITE discharge valve makes this system the simplest and most positive control of the gas ever offered. This one valve seals against leakage and assures quick, complete discharge of the gas.

If you are interested in this system that snuffs out fire quickly, write us for "One Fire Is Too Many." This booklet describes and illustrates the ALFITE System and its application. A copy will be sent on request by addressing the American-La France and Foamite Corporation, Engineers and Manufacturers, Dept. S-7, Elmira, New York.

AMERICAN-LA FRANCE AND FOAMITE PROTECTION

A Complete Engineering Service
For Extinguishing Fires

Mention MoToR BoATINg, 57th St. at Eighth Ave., New York

Charles Francis Adams

(Continued from page 124)



MALABAR IX, designed by John G. Alden, built by Hodgdon Brothers. Exides are an important part of her equipment.

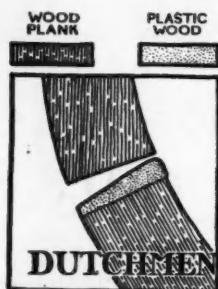
IN THE DOLDRUMS OR IN A SPANKING BREEZE

Calm or rough, you can always rely on Exide-Ironclad Yacht Batteries to do their job perfectly, steadily and dependably. These batteries are specially designed. The positive plates have a unique slotted rubber tube construction that holds the active material in place under any conditions. Get in touch with the nearest Exide representative before buying your next batteries.

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Exide Batteries of Canada, Limited, Toronto



for Dutchmen

A "Dutchman" is a thin strip of wood inserted along a wide seam and caulked in above and below. By building up a plank with Plastic

Wood the use of a Dutchman is eliminated and a lasting job is done. When a seam is too wide to caulk, clean and roughen the lower plank edge, then, using a putty knife, build the lower edge until the seam is all but closed at the inside and open $\frac{1}{8}$ or $\frac{3}{16}$ inch at the outside. Allow to dry, smooth off, and caulk. The same treatment is adaptable for wide butts.

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Write our Engineering Dept. for free book on Plastic Wood for boat repairs, or for advice on any specific problem.

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Somewhat small in stature, he is straight and wiry, with a clear blue eye, a well tanned face, grave but alert. Inconspicuous in dress, he dons his roughest clothes often in hard races, and sometimes sails bareheaded.

Besides sailing he enjoys tennis, wood chopping and an occasional ride through the quiet lanes near his farm at Concord, Mass.

He is utterly lacking in egotism and like Lindbergh was invariably the first person plural. He personifies that attribute which an Englishman ascribed to his great great grandfather, President John Adams, in that "he is superior to all sense of superiority."

He won his yachting supremacy through an inherent love of the sea, native worth, constant practise, and a thorough familiarity with his boat, her design, rig, and idiosyncracies. His outstanding racing ability comes through his clever helmsmanship, almost uncanny ability to pick up catspaws, scent changes in the breeze, and complete knowledge of the racing rules. He is a superb starter, which is 30% in any race, better to windward than under started sheets, and a keen follower of the spirit as well as the letter of the rules.

He is adept with the palm and needle, the serving board and the mallet, and can make a Scotchman with any tarry viking.

He has probably sailed more races than any living yachtsman on this side of the ocean, but he seldom discusses them, even with his most intimate friends.

Back in 1851 *Punch* defined a True Sportsman as:

"One who has not merely braced his muscles and developed his endurance by the exercise of some great sport, but has in the pursuit of that exercise, learnt to control his anger, to be considerate of his fellow-men, to take no mean advantage, to resent as a dishonour the very suspicion of trickery, and to bear aloft a cheerful countenance, under disappointment."

Secretary of the Navy Charles Francis Adams comes nearer to exemplifying such a Sportsman than about any one of whom we know.

TWO NEW MOTORS ANNOUNCED

According to E. H. Huesener, President of the United States Motors Corporation, Oshkosh, Wisconsin the 10-15 h. p. Falcon, which they manufacture has won such widespread popularity for its outstanding performance and advanced features, that there has developed considerable demand for marine engines of larger capacity having the same desirable characteristics and performance features as the Falcon 15.

In answer to this demand comes the new Falcon 40—a 40 h. p. four of 3 1-8 bore and 4 3/4 inch stroke, displacing 146 cu. in. Its maximum rated horse power (40 h. p.) is obtained at 2,300 r. p. m. although it will operate consistently at 3,000 r. p. m. at which speed it will develop 45 h. p. Other power ranges are 20 h. p. at 1,050 r. p. m., 30 h. p. at 1,550 r. p. m.

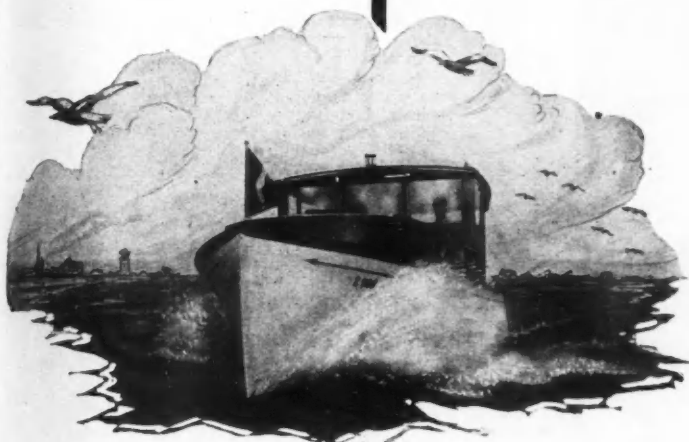
The manufacturer claims that all horse power ratings are guaranteed.

The Falcon 40 has an extra heavy, dynamically balanced crankshaft mounted in three main bearings of 2 1-8 inch diameter by 2 inches long each. Lubrication is of the full force feed type, giving pressure lubrication to all bearings and also into reverse gear. The oil pump is located on the outside where it is easily accessible and removable. The water pump which runs at only one half engine speed is located aft of the cylinder block, where it is most convenient for water piping, and also so the water pump unit can be removed without disturbing the timing of the engine, or anything else. The timing gears are driven by silent chain.

The standard equipment of the Falcon 40 includes electric starter and generator, aluminum oil base and flywheel cover. Its overall length is only 40 3/4 inches and its complete weight is only 424 pounds.

Final tests and tryouts have also been completed on a 50 h. p. six cylinder Falcon which will be ready for deliveries about June 15. This model is of the same general construction and advanced features as the Falcon 40 and also of the same oversize construction.

This motor has a 3 1-8 inch bore and a 3 3/4 stroke, displacing 178 cu. in. Its guaranteed 50 h. p. is developed at 3,000 r. p. m. and, like the Falcon 15 and 40, is designed for giving absolutely vibrationless performance. The crankshaft is extra heavy and dynamically balanced. It is mounted in 7 large main bearings. The weight of the motor is 515 pounds; its length overall is 50 1/2 inches; and regular equipment includes 6-volt starter and generator. Two to one silent herring-bone reduction gear may be had on either model.



Good Times with a *Richardson Cruisabout!*

HUNTING, fishing, picnicking, swimming and week end or fortnightly cruising on lake, sound or river add to the zest of living and bring happiness, contentment and care free enjoyment to Cruisabout owners.

The Cruisabout is a completely equipped summer home with sleeping accommodations in one or two cabins for four people. A powerful "Gray 6" motor gives it an economical cruising speed of 12 knots. Excellent design, perfect balance and staunch, quality construction make the Cruisabout a safe yacht for any water.

Take the first step toward this summer's pleasure by sending today for the Richardson Cruisabout booklet "E" completely illustrating and describing the three standard Cruisabout models. Your request will bring a copy.

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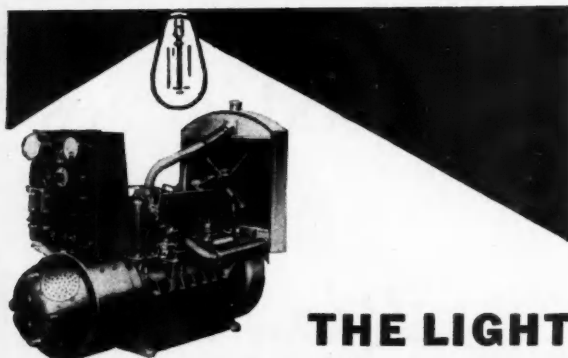
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Richardson Cruisabouts



THE LIGHT THAT DOES NOT FAIL

The Universal Line of Electric Plants is made up of standardized units, each designed to do its job well. Careful balance, smooth performance, ready accessibility, oversize 4-cyl. engines, automatic adjust-

ment to load changes—these Universal qualities have been developed to a high degree in 28 years of experience. Ask for our attractive dealer plan.

UNIVERSAL MOTOR CO.
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1½ • 2½ • 4 • 7½ • 10 • 12½ KW

270,000 Miles!

Nine years of freedom from Stern Bearing trouble—from scored shafts, vibration, shaft pound, replacements, haul-out costs and machinists' bills.

SCHOONER MARY
Capt. DAN F. MULLINS

Hathaway Machinery Co.,
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Gentlemen:

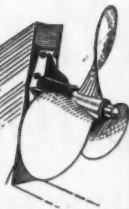
I have used the 2½ in. Hathaway Stern Bearing on schooner "MARY" for nine years. I estimate we have made at least 270,000 miles. I also have Hathaway's in my four other vessels, and will not consider any other after the perfect service I have had for so many years.

(Signed) D. F. MULLINS.

Experienced seamen, designers and builders, who realize the importance of trouble free bearings, who are done with experiments—are turning to Hathaway Flax-Packed Bearings. The unrivaled records hung up by Hathaway's during the past fifteen years furnish the most conclusive proof of the immense superiority of the Hathaway for every kind of service.

Write for illustrated, descriptive literature
HATHAWAY MACHINERY CO.
NEW BEDFORD, MASS.

The **Hathaway**
RESILIENT
Flax Packed Stern Bearing



Tamea II

(Continued from page 44)

wise and slanting aft to the chines about twenty degrees, being fastened to the keelson and chines, and stiffened and tied together by two flat, wide battens between the chine and keelson, on either side.

A boat from these plans, built on this system, is almost as simple to build as a row boat. Three quarters of the bottom is as easy to plank as a scow, and the side planks fit on as simply as boards on a fence. While the stem, and the bottom planking adjacent to it are similar to a round bottom boat, this boat is well within the capability of any mechanic, be he journeyman or amateur, who can read drawings and lay down plans.

Several years before I began to build I made a little scale model three eighths of an inch to the foot to see what the finished boat would look like, and just before we began to get the material out, I made a model of the keel assembly, one inch to the foot, to see more clearly than by reference to the drawings the shape of the parts and their assembly.

With the help of a millwright who had built several boats, and an available power band saw, I got out the moulds, the stem keelson and keel assembly, the side ribs, transom, deck beams, hatches, cabin doors, and rubbing strakes, working from full sized lines laid down on wrapping paper. A surprisingly large proportion of such work may be gotten out from the full-sized lines in advance of the actual assembly. This is highly desirable and very encouraging, for the boat can then be finished in much less time than if each piece is fastened in place as it is made. The stem, from a beautiful piece of white oak which had evidently been under cover for years, is one of my proudest achievements, it being the first stem of any size I had gotten out. I laid it off carefully, checked it several times, cut the rabbet myself, and it fitted beautifully. We then hauled all of this material thirty-five miles to our place and set it up. Two local carpenters with boat-building experience then planked her for me, decked her, finished her out inside and installed the engine. A caulker caulked her, and I puttied, painted, and varnished her, attached the few fittings, and erected the short pipe awning. My part of the work was done on Saturday afternoons, Sundays, and holidays, and at that rate it would have taken me a year to have planked her, so I let that work out. As is usual with such boats, I have added little things each year and have a few jobs yet to do.

Tamea II is an exceptional little boat; she drives so easily. With a Kermath twenty horse power motor and a Columbian three blade weedless propeller she makes 8.25 miles an hour at 780 r. p. m. running on an even keel, and at 900 r. p. m. at which the motor is wide open, she makes 9.46 miles an hour and lifts her bow out nearly a foot. I cruise at the former speed, at which the outfit operates with apparently no effort, and with the most efficient gasoline consumption. For those who would want more speed and could afford it, this hull could probably be driven as fast as the original design which made fifteen miles an hour with a motor rated at forty horse power. (It was probably developing closer to sixty.) With several hundred pounds of ballast under the cabin floor, Tamea II is a splendid sea boat, active but very buoyant, and she will not pound in the steepest head sea.

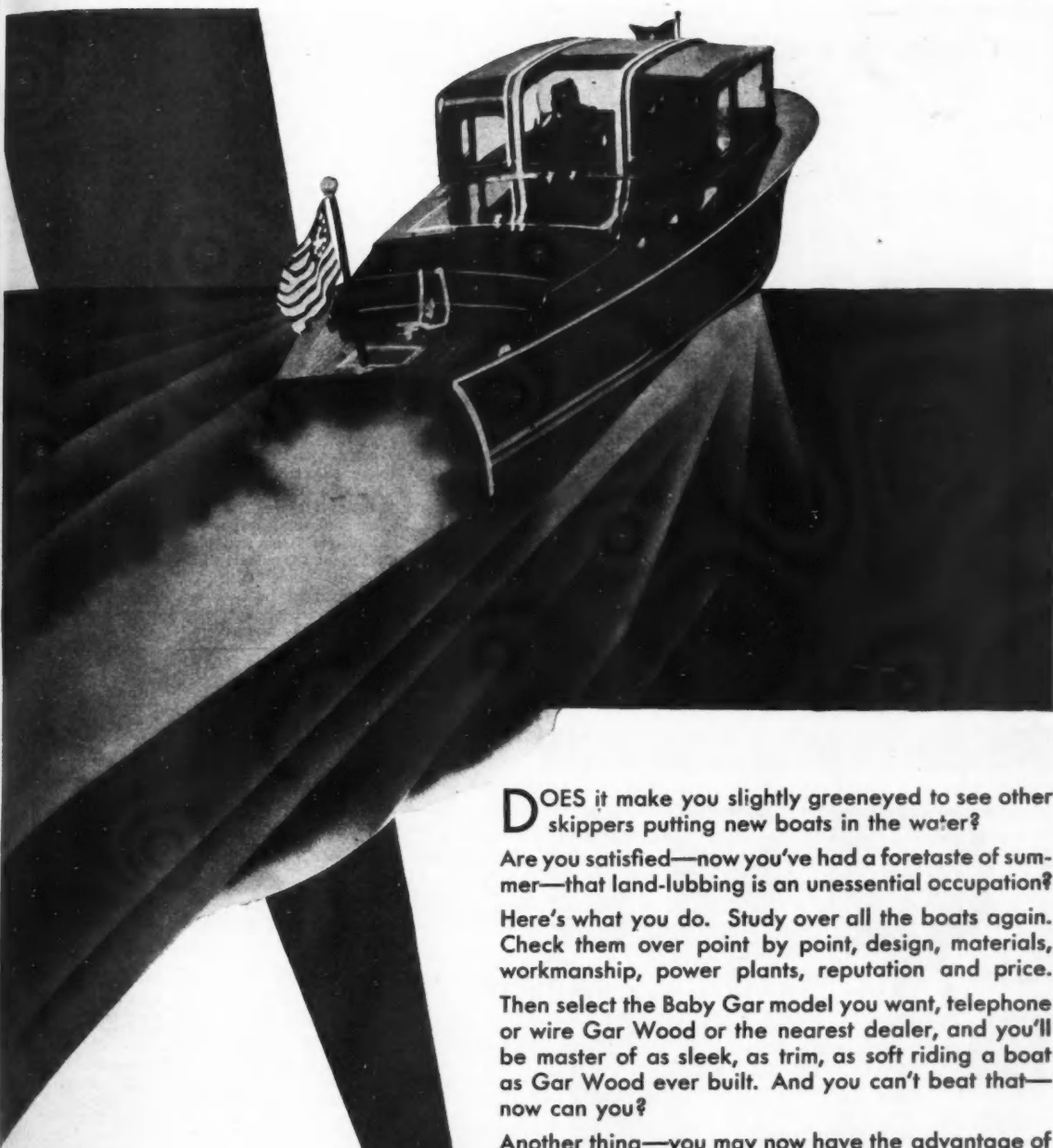
Tamea, the name of the picturesque south sea island Princess, heroine of Peter B. Kyne's interesting novel, Never the Twin Shall Meet, was given two of my boats, she being a real seagoing lady, and the name having that musical palm tree, and coral beach sound so attractive to those of us not familiar with those things. While Mr. Kyne evidently described this Princess as Cooper described the noble redman, I nevertheless think such a romantic name suitable for my little dreamship whose principal purpose is to take me away from the sound of the bell in the time card clock.

As usual I have been asked why I built Tamea II as I did, with the short cabin and the short pipe awning, and without a military mast, or a glass windshield or galley with plumbing and built-in ice box, or the other now conventional things, and my answers have been that I wanted things just as they are. I have never liked either conventional or eccentric things except for a logical purpose, so the absolutely standardized boat, all fitted out alike with the same gadgets, and as much alike as a handful of eight penny nails, does not appeal strongly to me.

My little ship has a short cabin with a five foot toilet space in the forepeak, and two berths, one on each side of the main cabin, because my demand is ninety-five percent for day cruising in warm summer weather. She has a short awning because I do not like that cooped up limousine feeling.—I want a place to swing my arms when I feel that way. The long stern deck gives space for the stowage of life preservers, ice box and other equipment, and there is no military mast because it serves no useful purpose, and it and its rigging would merely be in the

(Continued on page 130)

JUNE, 1929



DOES it make you slightly greeneyed to see other skippers putting new boats in the water?

Are you satisfied—now you've had a foretaste of summer—that land-lubbing is an unessential occupation?

Here's what you do. Study over all the boats again. Check them over point by point, design, materials, workmanship, power plants, reputation and price.

Then select the Baby Gar model you want, telephone or wire Gar Wood or the nearest dealer, and you'll be master of as sleek, as trim, as soft riding a boat as Gar Wood ever built. And you can't beat that—now can you?

Another thing—you may now have the advantage of buying Baby Gar in the same modern sensible way that you purchase your car—out of income.

We suggest you wire or phone to insure a full summer's enjoyment of your Baby Gar, for nowadays the rush is on.

Baby Gar "30" - \$ 2,950 - \$ 3,550

Baby Gar "40" - \$ 4,500 - \$ 5,350

Baby Gar "50" - \$ 8,950 - \$10,950

Baby Gar "55" - \$10,950 - \$12,950

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MOTORCRAFT is the strongest, safest and most seaworthy speed runabout built. We will prove these claims to your satisfaction in a demonstration. We will also be glad to have you see MOTORCRAFT under construction at our plant.

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The NATIONAL MARINE LAMP COMPANY

FORESTVILLE, CONN., U. S. A.

Tamea II

(Continued from page 128)

way; something to get tangled up in at the wrong time. The glass windshield is missing as it would interfere with getting out on deck, and for most of the time is not needed. A canvas spray cloth with celluloid windows keeps the spray out when it gets too dusty, which isn't often, for I was raised in sailboats where the so called modern conveniences are still not much in evidence, and a little clean water does not worry me.

For the person who does much cruising the cabin could be made longer, as it was on the original design, and several suitable interiors could be laid out providing for galley space, ice box, and so on.

Of course the critics, most of whom are not boat owners—just critics, have asked me why I did not build a larger boat—at least a thirty footer. They do not realize, probably because of their lack of practical experience, that cost is more or less proportional to size; that a larger boat requires a larger motor more paint, more labor, and vastly more trouble and expense to care for during the winter. From my own experience, I am convinced that the smallest boat that will do the job is the most satisfactory boat. In this there are many who differ with me. A number of people delight in owning large old boats with mammoth gasoline hogs of motors, simply because they can be bought cheaply, then spend the rest of their life nursing the old relics, patching, tinkering and worrying with them when a good small boat would answer their every purpose, and allow them to have a little pleasure.

However, in the final summary, it is not the boat or how she is fitted out that provides the real pleasure of boating, but the love of outdoors and of the water. In summer, a little weather judgment, a boat of some with a simple shelter if only canvas, bedding, a canned heat stove, some plain grub, and several jugs of water are all that is required for cruising on most of our coastwise bays and rivers.



A 32-foot commuter built by Wheeler Shipyard which does 28 m.p.h. with a 200 h.p. Sterling Petrel engines

MANY NEW FIREBOATS.

After observing the remarkable performance of the three Columbia River fire boats owned by the City of Portland, Oregon, the City of Tacoma authorized the bidders to include Sterling engines. The design of the Tacoma fireboat is from the board of Professor T. C. Rowland of Seattle, and the boat is being built by the Coastline Shipbuilding Company. The length is 96 feet, beam 21 feet 6 inches, and the draft, when loaded with full equipment, will be 6 feet, making it possible for these boats to maneuver in fairly shallow waters.

The Portland fire boats were reported recently as having extinguished a dock fire, a very difficult fire to fight because the flames were under the dock. The big Sterlings were speeded up to 1,350 revolutions per minute, probably the fastest speed 8-inch bore 9-inch stroke engines have ever been run for duty, and the tremendous pressure developed was sufficient to knock the 4-inch thick plank decking loose so that the source of the fire could be reached. The Portland fire boat, equipped with two 8-cylinder 565 h.p. engines and two 6-cylinder 425 h.p. engines totals 1,980 h.p. per boat. The Tacoma boat will have four pumping engines totaling 1,800 h.p., and one main propelling engine. The speed en route to the fire will be augmented by two wing engines, making a total of three engines on propellers when proceeding to the fire. These are remarkable fire fighters. The Portland boat, having greater h.p., throws approximately 10,000 gallons per minute at 200 pounds pressure, and there are three of these boats. The Tacoma boat will handle about 10,000 gallons per minute at 180 pounds pressure.

Vancouver, B. C., launched a new fire boat with Sterling engines last year; also Wilmington, Calif., while Jacksonville and Norfolk have boats that were Sterling-powered a number of years ago.

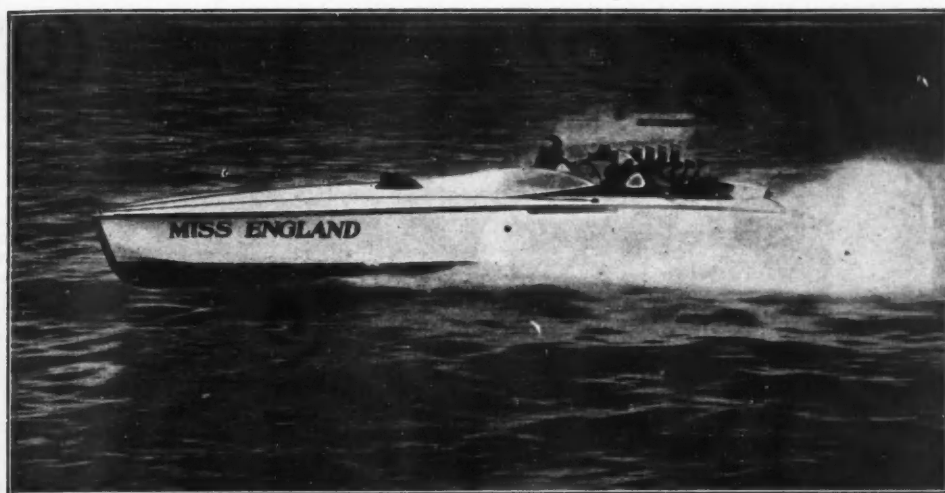


Photo shows Major Segrave's challenger, MISS ENGLAND, snapped during a trial run at Miami, Fla. MISS ENGLAND has a 1,000 h.p. Napier motor with a propeller speed of 6,900 r.p.m.—the fastest revolving propeller shaft of any water-borne craft ever constructed. Equipped with 1½" diameter Monel metal shaft on Goodrich Cutless

Rubber Bearings. In a two-day competitive race, run on A.P.S.A. point system rules, MISS ENGLAND won a victory over MISS AMERICA VII by 761 points to 400. MISS ENGLAND's fastest lap over the twelve-mile course was 55.045 m.p.h. The British Power Boat Co., Hythe, Southampton, England, designers and builders.

Paul Rosenfield Photo

"I am highly gratified by the trouble-free performance of these bearings"

—Major H. O. D. Segrave, International Sportsman

"IT GIVES me great pleasure," Major Segrave writes, "to inform you that the Goodrich Cutless Bearings manufactured for the MISS ENGLAND by the British Goodrich Rubber Company, Limited, performed flawlessly in my recent race and speed trials at Miami, Fla. Shaft speed was 6900 r.p.m., shaft diameter 1½ inches. These rubber bearings have required no adjustments or servicing of any kind since they were installed and I am glad to inform the American motor boating fraternity that I am highly gratified by the trouble-free performance of these bearings."

The choice of these bearings by Major Segrave is a strong testimonial to the value of these bearings for high-speed motor boats. They are now in successful use on literally thousands of boats, ranging in size from small power dinghies to ocean-going yachts.



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Goodrich Cutless Rubber Bearings eliminate shaft scoring and dangerous vibration, and do away with the mid-season haul-out for bearing renewal. They outwear any other type of bearing. They are lubricated entirely by water. Especially recommended for use with Monel metal or Tobin bronze shafting. On your present boat, or your next boat, insist on Goodrich Cutless Bearings. For additional details, write to The B. F. Goodrich Rubber Co., Akron, O., Est. 1870 (in the West, Pacific Goodrich Rubber Co., Los Angeles, Cal.) or the distributor (see list below) nearest you.

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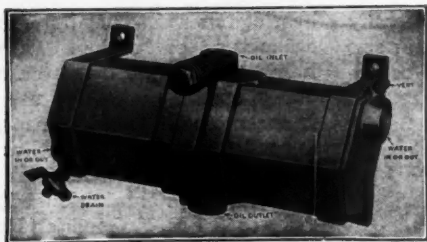
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What the Novice Should Know

(Continued from page 47)

more corner. It is no fault of the whistle if the warning blast is sounded after it is too late to avert a collision. These things should be accessible or they might just as well be left at home. Accidents have a way of happening without advance warning and if the boatman will make it a special point to keep his equipment where he can lay his hand on it at an instant's notice, he will double his enjoyment of boating with a feeling of security in the knowledge that he is prepared to meet any emergency. It is always a good idea to carry at least one extra fire extinguisher. On a cabin boat, one could be left in the galley and another placed to advantage near the helmsman's position. An excellent arrangement for life preservers is often made by placing them in racks under the awning which covers the cockpit. The whistle should always be within the helmsman's reach or in the case of an electric horn, the button should be placed with the engine controls near the wheel. Frequently life preservers of the ring type are found lashed so fast to some part of the boat that they could never be loosened in time to do any good in the event that a person should go overboard. By all means make it a point, when these are carried, to have them in a handy place, on a hook or lightly lashed so that the lashing may be easily broken when needed. Then attach a length of line so that it can be hauled in if a poor cast is made.

While we are on the subject of equipment, it might be well to go over some of the other accessories which should always be carried aboard, although not required by law. The importance of carrying sufficient and proper equipment cannot be stressed too heavily. The boatman should never lose sight of the fact that once his craft has cleared the dock, it becomes, or should become, a self sufficient unit, with facilities aboard to take care of any situation which might arise, be it engine trouble, bad weather or what not.

Not the least of these essential articles is good ground tackle, which includes the gear used in anchoring, such as anchors, chains, lines, etc. In deciding what constitutes the proper tackle for any given boat, we must strike a happy medium between two extremes; on the one hand, line which is so light as not to be sufficiently strong, so short that we cannot hold in deep water, and anchors too light to give the necessary holding power for the size of boat.—On the other hand, we must avoid ropes so heavy that they are awkward to handle and take up valuable space, and anchors which are so decidedly overweight that they present a problem in handling on a small boat. Of these, the first mentioned is by far the worse of the two evils, as anyone will testify who has ever been caught on a lee shore with anchors dragging.

Perhaps the most important thing to remember in this connection is to get lines of ample length. A long line will, within certain limits, make up the deficiencies of light lines and anchors, as an increase in the scope of line (the length paid) increases the holding power of the anchor by lowering the angle of pull and decreases the strains resulting from the pitching of the boat as it brings up suddenly on the line. At the same time an extra heavy line with a light anchor makes a poor combination in deep water where the anchor does not have sufficient weight to hold the line down.

It is generally conceded that three anchors are about right for the average small boat. A light one (it is difficult to give an arbitrary weight per foot of boat length, as it varies with the relative size of boat) is always handy for short stops in protected waters and is much more convenient than attempting to use one which would be suitable for a gale or an overnight stop. A medium weight anchor will serve for overnight stops and general service while a storm anchor, heavy enough to hold under any conceivable conditions, will give a feeling of assurance if it becomes necessary to anchor in unprotected waters in any kind of a blow. The figures for the weights per foot of water line length of these three anchors are sometimes given as one pound for the small one, one and a half pounds for the medium and two pounds for the heavy anchor, but it must be remembered that this is not a hard and fast rule. Anchor lines on small cruisers generally run about three quarters to one inch in diameter and 150 to 200 feet in length. Rope deteriorates even when not in use and it is good practice to replace it each year and put it into regular service the second year. This keeps a new line available at all times for emergencies.

In the selection of anchors, it is well to remember that the old fashioned kedge anchor has always proved itself reliable and that it has good holding power for its weight. On larger boats provided with hawse pipes, stockless anchors are often used on account of the convenience of hauling the shank of the anchor right into the hawsepipe. Chains generally replace rope in this case. For ordinary cruiser use, the kedge with folding stock makes a good all around anchor, as it combines holding power with ease of handling and stowing. At any rate, no matter what

(Continued on page 134)

JUNE, 1929



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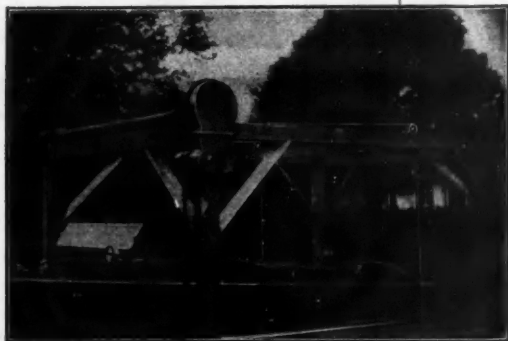
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MONNIER BROS., Inc., ALGONAC, MICH.

What the Novice Should Know

(Continued from page 132)

is used for ordinary service, be sure to have one good extra heavy anchor and a long length of new line which you can fall back on if necessary.

A sea anchor is a very useful article to have aboard which might sometime prove invaluable, although there is a possibility that it might never be used. It consists generally of a galvanized iron ring about thirty inches in diameter to which is attached a cone shaped canvas bag tapering down to about four inches at the small end. This part is left open in order to allow the water to escape and reduce the strain on the bag. A light line is attached to the small end called a trip line which is used when the anchor is hauled in, the idea being that the trip line spills the water out of the bag and permits of its being pulled in easily small end first. In extremely bad weather, if there is sufficient sea room to drift before the wind at a slow rate, the sea anchor is attached to a long length of line made fast to the bow. Floating beneath the surface and supported by a small float, it catches the water and forms a drag which tends to keep the boat's head into the sea.

Besides the anchor lines, several other lighter lines should be carried for tying to docks, etc., as well as a miscellaneous supply of rope and twine of all sizes.

For the engine, a supply of spare parts such as spark plugs, gaskets and other small accessories for minor repairs could be carried as well as a complete assortment of tools for engine work.

A bilge pump is another of the necessities and while a power pump driven by the engine or batteries is a very desirable feature, it is well to have one of the old fashioned hand plunger pumps of good capacity as well.

A boat hook is useful in picking up mooring lines, and for the protection of the hull when lying at a dock, a number of rope fenders will also prove a good investment. Ring buoys have been mentioned in connection with required equipment and even where the usual belt type of life preserver is carried, it is a good idea to have one or two of the rings aboard in convenient places.

An ordinary kerosene lantern is a good thing to carry in case the electric anchor light should fail and very often makes itself generally useful.

For emergency gear, a spare tiller is very valuable in case any part of the steering gear gives way under an unusual strain and if it can be arranged so that the spare can be controlled directly by hand instead of through the wheel and lines, so much the better.

If the boat is rigged with any kind of a mast suitable for carrying some sail, the sails should by all means be carried. This would be infinitely better than attempting to rig some sort of improvised sail in an emergency.

There are a number of articles of equipment required for simple navigation which should be aboard. These are the compass, course protractor, dividers, pelorus or bearing finder, log and line, sounding lead, accurate timepiece, deviation card for compass, log book, charts, Coast Pilot, Tide Tables, Buoy List and Light List. For the time being we shall not need them, but in a later article they will be fully discussed.

This takes care of everything that can be classified as necessary equipment except that a dinghy will be required if the boat lies to a mooring and is not kept at a dock. Even in the latter case, a tender is always valuable for going ashore at beaches and so on. Spare oars and oar locks might be included in the equipment. For his own comfort, the owner will want to provide cushions according to his taste and for the purpose of keeping the boat clean, he will need a broom, bucket and mop. Finally, for dressing up the boat a little he may want a flag and staff for bow and stern. Without going into too much detail at this point regarding flag etiquette, it should be remembered that the yacht ensign should be flown at the stern and the club burgee, if any, at the bow staff.

Now let us suppose that our cruiser has finally been launched and that we have provided all the necessary equipment. The next problem is to get her moored safely in a convenient place. In the event that the owner has decided to join a yacht club, his problem is considerably simplified. The club anchorage has been selected with a view to providing good holding ground for the moorings, sheltered water where the danger from storms will be minimized, and an artificial protection that may be desirable in the way of breakwaters, etc. Then too, at the club there will always be someone to keep an eye on the boat and arrangements may be made to have odd jobs done during the week if one is unable to be aboard except on week-ends, when he wants his boat in readiness for use. There are many other advantages, such as the privileges extended a club member at other clubs when cruising, and the convenience of using other club facilities.

At a club, the question will resolve itself into a matter of buying anchor and chain of suitable size and type, a buoy and length of rope for a bridle and a location in the anchorage where

• *(Continued on page 136)*

JUNE, 1929

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2. Wide open, these motors turn up to better than 2000 RPM. and drive the boat at twenty-six MPH.
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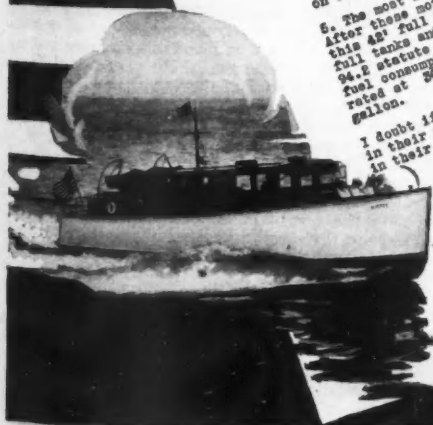
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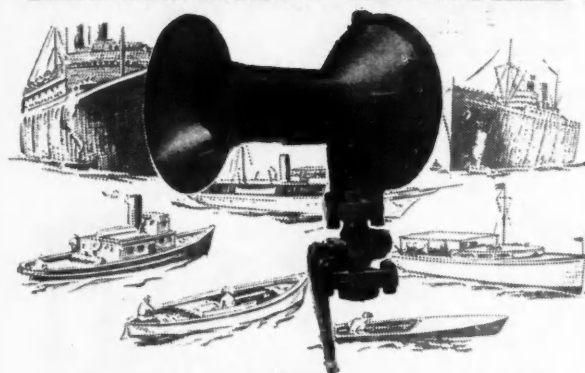
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What the Novice Should Know

(Continued from page 134)

the boat can ride clear of other boats under all conditions of wind and tide. If, on the other hand, he decided not to avail himself of the services of a club, there will be a number of things to look into in order to assure the safety of his boat.

Sometimes, in narrow creeks and rivers, the mooring problem is solved by tying to docks. This is entirely satisfactory provided the location is protected well enough to prevent any kind of sea from pounding the boat against the dock and breaking lines. A heavy wash from passing boats would also be likely to prove uncomfortable. In one respect this system is considerably better than the mooring, and that is that the owner can always have a feeling of assurance that his boat is safe in any kind of a storm provided it is properly and securely tied. Naturally, allowance must be made in the length of line to take care of the rise and fall of the tide and a place should be selected where there is enough water to prevent the possibility of grounding at low tide.

As a rule, however, a boat is better off lying at a mooring instead of a dock, as it is easier to keep clean and rides easily with nothing to pound against. However, it is particularly desirable to locate in some sheltered spot, protected from the stronger winds, and the greater the protection the better. In some cases the owner will be fortunate enough to locate his mooring near his home and so be able to keep an eye on the boat in bad weather. If this is impossible, some sheltered cove might be located, where a local man might be engaged to look at it occasionally during spells of bad weather.

In selecting the best location for the mooring, a number of things should be kept in mind—whether it is exposed or open, the nature of the bottom and whether it is sufficiently clear of any channels or fairways used regularly by boats.

The reasons for the importance of the first of these considerations are apparent. If a small cove can be found, with not too much depth of water, entirely landlocked or nearly so, the surrounding land will break up any sea that might come in across the bay or sound outside. This is a very desirable feature even if protection from the wind itself is not afforded, as the pitching of a boat at anchor or at moorings puts an extra strain on all parts of the mooring and on the boat itself. If the nature of the surrounding land is such that it also breaks up the wind in the quarters from which gales generally blow, so much the better. Ordinarily at a mooring the bow of the boat will work back and forth, presenting first one bow and then the other to the force of the wind, making considerably more of a pull than if she were kept head to the wind at all times. Just how much protection is afforded, will determine the weight of the mooring required.

The character of the bottom will also have a bearing on a proper location. Mud generally affords the best holding and when a heavy mushroom anchor is used, the tendency is for it to bury deeper the longer it is left down so that in time it is virtually impossible for the boat to break it loose, on account of the grip it gets and the suction which is created behind it if it starts to move. Rocky bottoms make poor anchorages and in sand the weights of the mushroom will have to be increased over those suited for mud.

Finally, be sure that any location which is picked, is well clear of any channels where boats will be continually passing, both on account of the increased risk of collision and the fact that the continual wash might prove disagreeable.

And now the construction of the mooring itself. Let us begin by saying that there is everything in favor of having every part from one end to the other, decidedly over-size and over-weight. The slight extra initial cost is nothing compared to the peace of mind and assurance which is felt when the owner knows that no gale can blow hard enough to start or break his mooring and let him drag ashore. At the same time the whole system will be no stronger than its weakest link, so that there will be no object in using chains and anchors of double the necessary weight if a frayed or old line is used for a bridle or if the shackles are barely strong enough to withstand the strain of a good blow.

Chain and shackles rust in time and the constant friction of link against link tends to wear them through so that if a quarter-inch chain is recognized as being amply strong for your boat according to ordinary practice, it is far better to allow an extra factor of safety and use three-eighths. By picking it up at least every other season, you will be able to inspect everything before any part is seriously weakened.

Starting at the bottom, the best anchor will be a mushroom specially made for mooring purposes with a substantial ring at the end of the shank to which the chain is fastened. Substitutes are occasionally made by using heavy rocks, concrete or iron casting but ordinarily the mushroom anchor will prove a good investment. The chain should be of good quality and heavily galvanized. The chain is generally attached to the ring of the

(Continued on page 138)

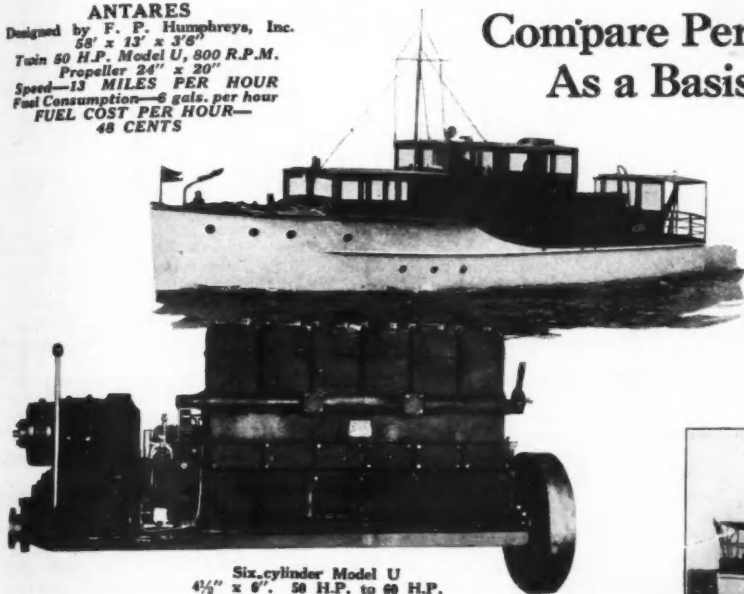
JUNE, 1929

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FUEL COST PER HOUR—
48 CENTS

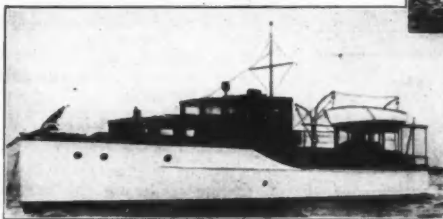


Six-cylinder Model U
4 1/2" x 6". 50 H.P. to 60 H.P.

A STUDY of these installations must impress one with the new standard of performance, efficiency and economy, and set aside the notion that high horse-power rating is required to give satisfactory results.

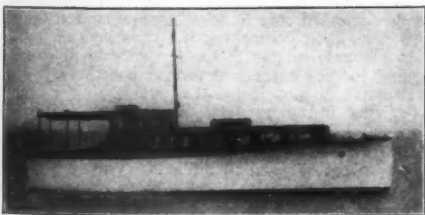
FAYANNE 11

52' x 12'6" x 4'
Single 55 H.P. Model U, 900 R.P.M.
(With Morse 2:1 reduction gear)
Propeller Speed—450 R.P.M.
Propeller—32" D. x 30" P.
Speed—11 MILES PER HOUR
Fuel Consumption—
3.35 gallons per hour
FUEL COST PER HOUR—
26 CENTS



SHOW BOAT

72' x 16' x 4'6"
Twin 55 H.P. 6-cyl. Model U, 900 R.P.M.
(With Morse 2:1 reduction gear)
Propeller Speed—450 R.P.M.
Propeller—32" D. x 30" P.
Speed—10.5 MILES PER HOUR
Fuel Consumption—6.5 gallons per hour
FUEL COST PER HOUR—53 CENTS



MARLIN

37'6" x 10'6" x 3'
Single 40 H.P. Model U, 1000 R.P.M.
Propeller—22" D. x 16" P.
Speed—11.8 MILES PER HOUR
Fuel Consumption—2.6 gallons per hour
FUEL COST PER HOUR—21 CENTS

CUMMINS ENGINES are rated at a power one can and does use and not at an engine speed which is impractical due to the limitations of the boat's design.

In considering a power plant, one often is misled by the horse-power rating only to discover that this rating is at a number of revolutions which is too high to secure propeller efficiency and that the actual horse-power developed in the boat as a result of a lower engine speed is considerably less than the catalogue rating. In selecting the power plant or a boat already equipped with a power plant, it is well to consider this fact.

The boats illustrated above, have thousands of miles to their record and what is probably a more important feature than economy, is the factor of perfect safety enjoyed by their owners.

The installations above are only a few of those on which data has been accumulated. We would be very glad to analyze your problem.

Do not be satisfied until you have investigated this modern power.

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Through the use of Morse Straight-Line Reduction Gears, maximum boat efficiency and performance are insured, with the greatest possible degree of operating economy.

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Write or wire for engineering details, dimension drawings, prices, etc.

MORSE CHAIN CO.
Detroit, Michigan

MORSE
REDUCTION GEARS

Prigg Boat wins at
Miami Regatta



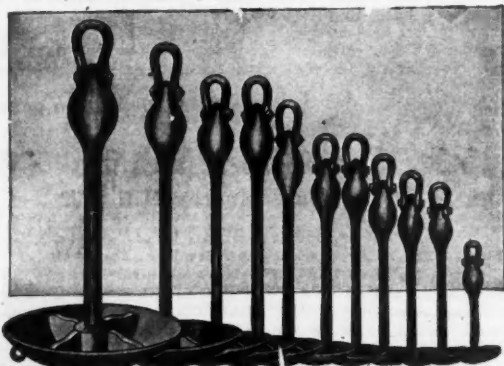
**New PRIGG 20 Foot All-Mahogany
Six-Cylinder Runabout \$895**
Seats Six—30 M. P. H.

Compares in all essential qualities to boats selling at twice its price. Handles like an auto due to Prigg's patent gear reduction box for adapting high-speed motors to marine use. Send for particulars of full new Prigg line.

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TOPPING BROTHERS, New York District Representatives



Booklet Gives Facts—Fairhaven Iron Foundry Co., Fairhaven, Mass.

What the Novice Should Know

(Continued from page 136)

anchor by means of a swivel and shackles, although often the chain itself is passed through the ring and a few half hitches taken, with the end of chain securely fastened by wire.

At the upper end of the chain a thimble is shackled to the last link with another swivel and the two ends of a heavy line spliced around the thimble. This forms a bridle which can be thrown over the mooring bitt on deck. In this case a light line must be attached to the end of the bridle with a small buoy attached by which to locate the mooring. A galvanized iron or bronze pin running athwartships through the bitt is advisable in order to keep the bridle from jumping off the bitt. With this arrangement, the bridle should be short enough to just clear the water as it will be better for the chain to be in the water than the rope on account of mussels, etc. growing to the chain.

Sometimes instead of a bridle, a spar of light wood is fastened to the chain by means of a shackle and U-shaped iron band bolted to the lower end of the buoy. This is generally of such a size that it will float with the upper end out of water when the lower end is drawn down by the weight of the chain. A hole is bored in the upper end into which a heavy line is spliced, which takes the place of the bridle in the previous case. A block of wood or cork, or a float in the shape of a small can is sometimes used at the end of the rope attached by a light line which is used to draw in the heavier one, although this is not exactly essential for lines of ordinary weight. This last type of mooring is more satisfactory where there is little current. In a tideway the wind will often offset the tide and the boat will lie alongside the spar and pound. Where there is no current, they can only lie side by side when there is no wind, and in such cases they do not pound together and there is no danger of the buoy being pulled under the surface by the tide.

Another style of float that is in common use is made of metal and is shaped like a double cone, with the bases fastened together. A bolt runs vertically through the points of the cones at top and bottom with rubber gaskets fitted to make it watertight. At the lower end a ring is provided to which the chain is shackled and at the upper end a ring is used to attach the line which is carried to the bitt. In this connection a good arrangement is to have the buoy of such a size that an old automobile tire will just fit nicely around it. This serves as a fender which will protect the hull from hard bumps and is very easily kept clean.

As a protection for the bridle or line, canvas is generally wrapped about the rope where it passes through the cleats to prevent its becoming weakened by chafing. It is wise to renew this line each year.

Finally, make it a point to know the location of your mooring definitely by landmarks or ranges on shore. This not only helps in finding it during the season but is also helpful when it is necessary to pick up the chain in the spring. One method of picking up the chain is to tow a grapple behind a rowboat across the line along which the chain was lying when left in the fall. Another scheme is to attach a small wooden float by wire to the end of the chain, so arranged that it floats about four feet below the surface at low tide, clear of ice and the propellers of boats. In the spring it is a simple matter to locate the buoy, if ranges have been taken, and to then recover it with a boat hook.

As for the proper size of mooring anchor and chain for boats of various lengths, the following table will give a basis for figuring, but in cases where boats are unusually heavy for their length or present a great amount of superstructure to the wind, the next size larger might be used to advantage.

Boat Length (feet)	Weight of Mooring (lbs.)		Diam. of Chain (inches)		Diam. of Rope (in.)
	Sheltered	Open			
Up to 25	100	150	$\frac{1}{4}$	$\frac{3}{8}$	$\frac{3}{8}$
25-30	150	200	$\frac{3}{8}$	$\frac{1}{2}$	$\frac{1}{2}$
30-35	200	250	$\frac{1}{2}$	$\frac{3}{4}$	$\frac{3}{4}$
35-40	250	300	$\frac{5}{8}$	$\frac{1}{2}$	$\frac{1}{2}$
40-45	300	350	$\frac{3}{4}$	$\frac{1}{2}$	$\frac{1}{2}$

The length of chain which will be required is dependent of course upon the depth of water in which the mooring lies. Under average conditions twice the depth of water at high tide will serve as the length of chain for use in sheltered harbors while three times the depth will be none too much in open places.

In the use of the table it should be borne in mind that weights refer to mushroom anchor moorings and not to rocks or weights of other kinds, which sometimes have to be five and six times as heavy, depending on their shape, and then cannot be relied upon, as their effectiveness is due solely to their mass and they may drag under an unusual strain instead of burying themselves deeper as the mushroom would tend to do.

In the next article we shall take the boat out for a run and observe how it handles under various conditions.

(To be continued.)

"I'm the Master, the Mate and the Crew"

What care I for frigates bold, their canvas bellowed free
That thundered down uncharted lapes on some unfathomed sea?
What care I for caravels, scudding on their way,
To brave the edges of the earth and seek a far Cathay?

When I can up of a morning,
Along o' the new-born sun
And down to a white washed strip o' beach
Where the rowdy ripples run;
When I can off i' the dawning,
The master, the mate and the crew
Of a sturdy craft, with the world abaft,
Hull down on horizons new.

What care I that Christopher Columbus sought new lands;
What price Drake, Magellan, and their roaming, roving bands?
Who cares now that Cabot sailed the sea in stately ships;
Brave Balboa might as well have prayed i' the Brooklyn Slips.

When I can up of a morning
Along o' the new-born sun
And down to a white washed strip o' beach
Where the rowdy ripples run;
When I can off i' the dawning,
The master, the mate and the crew
Of a sturdy craft, with the world abaft,
Hull down on horizons new.

What care I for Nelson, or the gallant John Paul Jones;
Who wants blustering Blackbeard and his jaunty skull and bones?
Take your valiant Vikings, you can have your daring Norse,
Just leave me an open sea and free to set my course.

When I can up of a morning,
Along o' the new-born sun
And down to a white washed strip o' beach
Where the rowdy ripples run;
When I can off i' the dawning,
The master, the mate and the crew
Of a sturdy craft, with the world abaft,
Hull down on horizons new.

William Kimball Ziegfeld



HERE'S a thrill
for everyone.

If you've never owned a boat . . . start right. Get out on the water in a *Corsair*. If you're a tarry old salt and love the kick of the deck and the fresh rush of the winds . . . try a *Corsair*. You've never known another like it. ¶ Thirty feet overall, the *Corsairs* are designed by famous naval architects,

built of the finest materials in the company's own yard, and finished throughout with the same care and skill lavished upon

the most expensive of custom-built craft. ¶ The *Corsair* Cruiser, fast, with the sleek lines of a runabout, is the ideal commuter. The *Corsair* Cruiser, exceptionally roomy and comfortable, is the boat in a million for those happy little week-end jaunts, or for a lazy, jolly life aboard. Write today for our complete illustrated

catalog MB6, and a beautiful reprint of the verse above, which you may like to have for framing in your boat, boathouse, or home.

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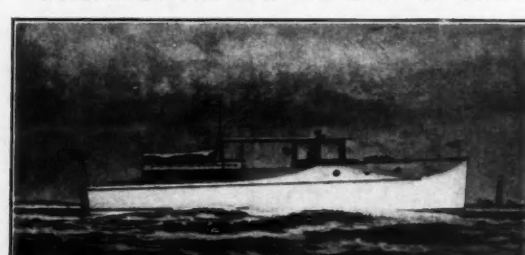
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**Large
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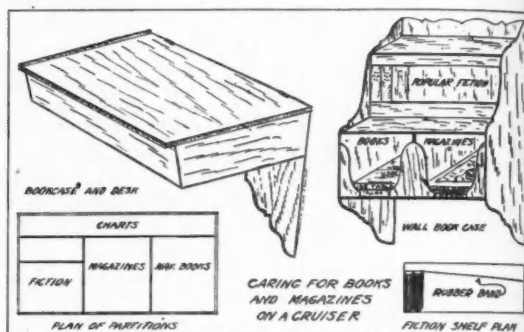
HOUSEBOAT CRUISERS
RALPH H. WILEY, M.E.
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Caring for Books

(Continued from page 58)

A pair of brass butts or clover-leaf hinges screwed to the cover and to the cabin ceiling back of the case will make a neat and easily fitted fastening for the cover. A snap desk lock may be used to hold the cover closed, although a flat brass hook and eye will answer the same purpose without the trouble of using a key and no one will then get the idea that you have a little private stock for use on special occasions only.

Perhaps a wall rack will appeal to some. A wall book-rack can be arranged to retain the books no matter how the boat rolls and pitches and will take up less floor space than the desk type. The fiction shelf is arranged with a rubber band back of the books so that only a few or a shelffull of books will be held against the stops at the front of the shelves, and the magazines are kept in place by an arrangement very similar to that used on the dish shelves in the galley. The magazines are a neat fit and the space between the stops allows reading the titles without disturbing the pile.



The book case and rack devised by W. B. M. for the small cruising boat

The construction throughout is of 1/2-inch material with a ply-wood back. The shelves and partitions are gained in and the ends may be scrolled as you wish. Make the fiction shelf 5 1/2 inches deep and 8 1/2 inches high. The lower stop should be 1 1/2 inches wide and the upper stop 3 inches wide. This allows the books to be raised and the top pushed back so that the books will pass over the lower strip. A strip 1 inch wide cut from an inner tube will be fine for the rubber band. This is fastened under a brass bolt and washer at one end so that a book will just touch it, and 2 inches nearer the front at the other end. The slant to the band makes it so that the books will always be under the tension of the band and the tension will hold them upright and tightly against the stops at all times.

The magazine and navigation book spaces must be wider and deeper. The rack will look best with these spaces of equal size. For these books, a space 9 inches wide by 12 inches deep with a height of not less than 10 inches for the fiction will be about right. The stops are scrolled to allow a minimum of width of not less than 2 inches and a clearance of the same at the top. The titles are easily read through the openings and any magazines desired can be removed without taking out any of the others, by lifting that magazine to the clearance space at the top and letting the remaining volumes fall back into place. Should trouble be experienced by the books jumping up or smaller magazines falling out, use a rubber band arranged in a similar manner as for the fiction shelf.

Should a natural finished wood be desired, use the same kind of wood as the trim of the cabin, or soft wood may be stained. For a paint or enamel finish any clear, soft wood will be satisfactory. Finish the inside with good white shellac, as shellac will not get sticky in damp weather.

Keep your books put away when they are not being used. Then you can always find the book that you desire and it will be clean and in good condition.

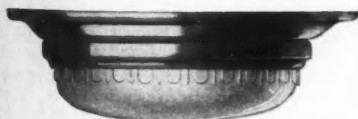
W. B. M., Newburgh, N. Y.

FALMOUTH FOR ORDERS.

Every yachtsman who enjoys a good stirring tale of the days of the old windjammers will want to read Falmouth for Orders by A. J. Villiers. It recounts in an authentic and entertaining manner the narrative of a race between two four-masted barques from Australia to England and is written in a style possible only to a real seaman with an inborn love of the sea and sailing ships. Henry Holt and Company are the publishers.



*Drag Link Steerer.
Bronze and Nickel
Silver. Walnut
Wheel*



*Shallow Electric Dome Light.
Cast Bronze.*

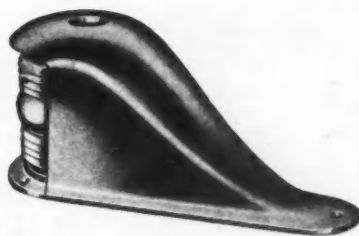


*Deck Plate.
Polished Bronze*

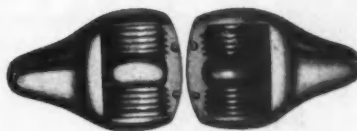
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you will find Erico-Kainer Marine Specialties as standard equipment. As a matter of fact, practically every leading stock runabout, cruiser, commuter and outboard boat is regularly fitted with Erico-Kainer Marine Specialties. This overwhelming adoption of Erico-Kainer products is the marine industry's acknowledgement of their all-around superiority. They are manufactured of the highest quality of cast brass and nickel silver.

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and prices. Also manufac-
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*Class II and III Streamline Bow Lights.
Polished Brass or Nickel Silver*



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A SIMPLIFIED LIGHTING SYSTEM

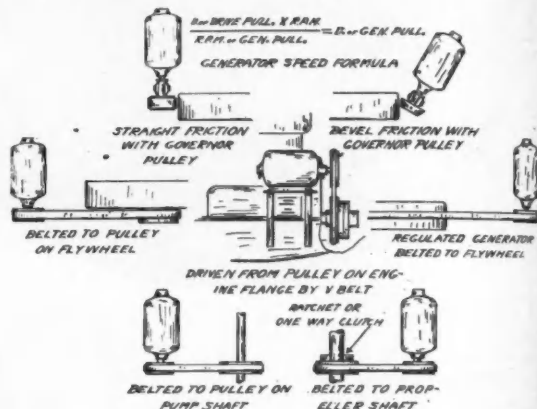
(Continued from page 60)

will be protected from the weather and a feed wire run from it to the pocket at A. The lamp at A will be removed for the insertion of the correct plug, in this way giving service to the five outside lights designated by circles in the lighting diagram.

While this removes one light from the cabin, yet there will be little need for full light in the cabin during night running. As a matter of fact, the pilot lamp with its 4 c. p. will give enough light for all practical purposes.

The deck light used in connection with the running lights will not have to be used continually. In lying at a dock, taking on or leaving off guests it will be found invaluable. To disconnect it all that is necessary is to pull out its plug from the strip. Incidentally the strip is wired in parallel.

Since this deck light, in common with the running lights, will be portable, it is a good idea to have it one of the ordinary caged



Suggested methods by W. B. M. of driving generators where they are not supplied with the engine

trouble lamps with the hook in one end. This will allow its being hung at several points, these points to be the locations of screw eyes.

With suitable shading, it can be used as a compass light, in this instance being fastened to the side of the pinnacle in the ordinary way.

—J. E. M., Norwich, Conn.

ELECTRIFYING THE MOTOR BOAT

THESE are the days of electrification. The electric service companies and the appliance manufacturers are advertising and urging you to electrify the home, and the automobiles are well equipped electrically. At home we light with electricity, sweep with electricity, refrigerate with electricity, wash with electricity, ventilate with electricity, shave with an electric razor and the ladies curl their hair with an electric curling iron. There are many more uses and conveniences, too numerous to mention, that might be added to the list and some of these appliances are made for use with 6 volt current. The automobile has an electric starter, electric windshield wiper, electric cigar lighter and, of course, electric lights and signaling device.

Most motor boats, especially the cruisers, show some attempt at electrification and the installation may be good, bad or indifferent. Electric lights will be found on many cruisers and there may be a search light and electric signaling device. Electric fuel pumps and electric bilge pumps are now manufactured and are available for use on any boat equipped with a 6 volt starting and lighting system. Practically all the newer motors are sold complete with built in generator and starter and all necessary accessories to the system. It is only necessary to wire the boat to enjoy any or all of the electric conveniences afforded by the automobile, and others that are not practical on the automobile. All the better and most complete of the manufactured cruisers of to-day are electrically equipped in a manner very similar to the automobile, with the addition of convenience outlets for attaching such extras as you may desire.

In the old installations the switchboard looked like a miniature power house, with all its switches, pilot lights, cut outs and fuses.

(Continued on page 144)

HILL-DIESEL

Pump Injection Type

5" x 7"—Two to Six Cylinders—20 to 75 h.p.
6" x 10"—Four and Six Cylinders—50 to 120 h.p.

**Ideal for Exacting Yachtsmen
They Burn the Fuel Clean
No Smoke or Fumes**

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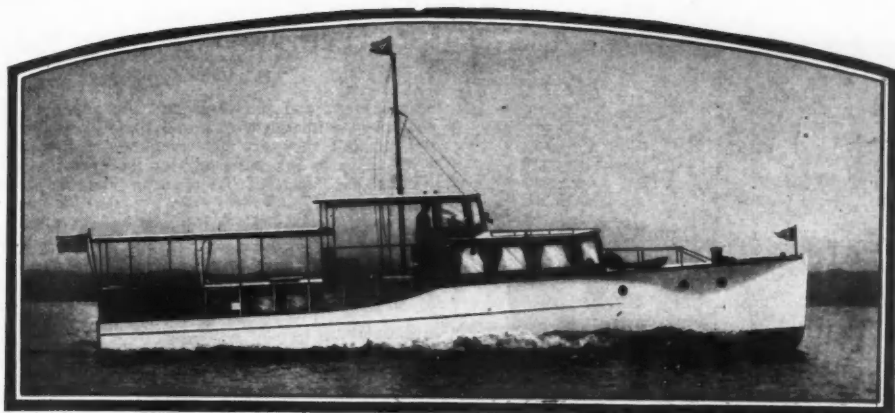
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Boat Closets \$42.00

For use above or below waterline. Combined supply and discharge pump. Oak, birch or mahogany seat. Dimensions: Left to right, 18"; front to back, 16 1/2"; height, 14 1/2"; supply inlet, 3/4"; outlet, 1 1/4".

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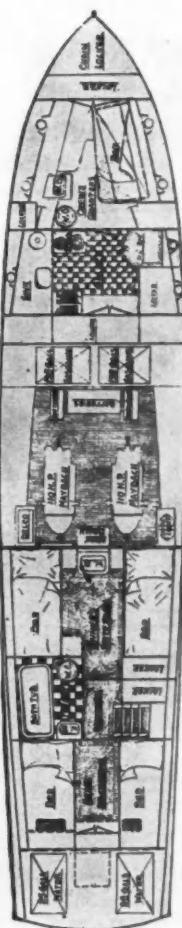
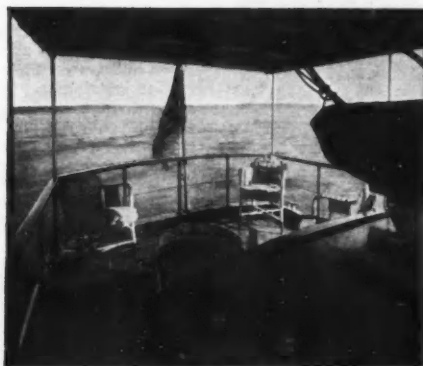
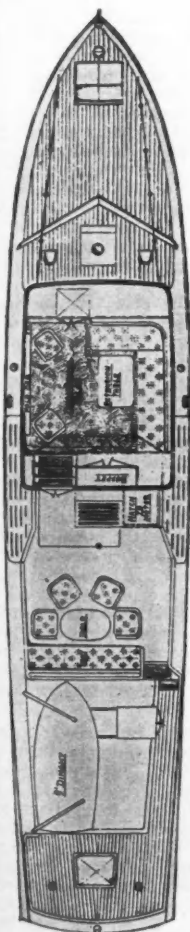
R. W. ZUNDEL CO., Inc.
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FOR JUNE DELIVERY

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With 2-110 H. P. Maybachs — 18 M. P. H. —
\$32,500 or with 2-200 H. P. Sterling Petrels —
22 M. P. H. — \$34,500. Delivered New York.

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Mention MoToR Boating, 57th St. at Eighth Ave., New York

ELECTRIFYING THE MOTOR BOAT

(Continued from page 142)

The cut out and the fuses and the ammeter are now factory equipment with the engine and these accessories may remain in use, for all they are not mounted on a switch board. Such instruments as are necessary for the operation of the system are within easy reach of the operator and the instrument panel is inconspicuous.

Where the boat has an engine equipped with electric starter and necessary accessories, it is only necessary to run a lead from the battery terminals to the main lighting switch and fuse blocks and install the lighting circuits from there. The complete installation will be taken up later.

The panel box, which is located in a convenient but not conspicuous place contains the main switch which controls the whole system and a fuse is provided for each circuit. From the fuses, run the circuits as shown or to more nearly suit your ideas of well distributed lighting. The toilet and galley are on a separate circuit as they will be the least used and perhaps the most likely to cause trouble. Two side lights and a dome light with a convenience outlet for attaching a fan or other convenience will take care of the cabin. The switches for these two circuits are located just inside the companionway. A separate circuit is provided for the cockpit light and the search light, with the switches close to the steering wheel. Alongside of this is a running light switch controlling the four lights. The anchor light switch is also near the wheel and controls the circuit to a waterproof plug outlet for plugging in the anchor light. The ammeter with a small dash light should be within easy observance from the steering position.

The wiring and lighting arrangement diagram shows all necessary outlets and switches. Such extras as desired may be installed in the manner explained for lights. The method of wiring is somewhat unusual for 6 volt installations on motor boats. It follows very closely the method used in house wiring except that one side is not grounded, and the installation will be as safe as any wiring can be. Conduit or metal moulding and regular 115 volt fittings are used throughout. BX cable or similar flexible conduit will be fine for all wiring that is run where it does not show. Where the wiring must be exposed, put a box at the floor and lead out with metal moulding. Metal moulding and BX are not waterproof, and lines run in the bilge where they will be subject to wetting should be run in conduit with no outlets below the floor. Cable and metal moulding can be worked with a hack saw and pliers. Fittings for most any kind of a turn or connection may be purchased at the electrical supply house, and they are very easy to assemble. Cable has the wires already in but metal moulding and conduit must be wired. Conduit requires a set of 1/2 inch pipe dies and a hickey for bending. All joints and connections are made in boxes and in case of trouble it is only necessary to remove the cover to get at the connections and make repairs.

Begin wiring at the fuses and run to the first box in the circuit. If using BX or lead covered cable, strip off about 8 inches of the metal covering and connect the cable to the box using BX connectors. From the first box proceed similarly to each outlet to the end. BX cable is easily cut by sawing the metal covering diagonally across one side and breaking the remainder. Metal moulding follows the same system of installation except that it is cut to length and assembled with fittings, the covers being left off until the wires are connected. Run metal moulding along the sheer and across the forward side of a deck carlin. This is the easiest installation. To preserve the symmetry of the interior, run a dummy moulding along the opposite sheer. For short leads as on a cruiser it is seldom necessary to use a fish tape or snake, it being practical to push the separate wires the required distance as there is plenty of room in the moulding. Use No. 14 wire for all lighting circuits and No. 10 for the search light and leads to the main switch. Better results are obtained with large wires on 6 volt current.

After the moulding or cable is run make the connections by scraping bright and twisting the black wires from each direction together and the whites together. Trouble may or may not be experienced if the colors are crossed, but don't do it. Fixtures are attached by splicing a wire from the fixtures to each of the line wires at the splice and soldering the connections or using solderless screw connectors. The connectors are porcelain and need no insulation but soldered joints must be taped, first with rubber tape to exclude moisture and then with friction tape. At the switches, connect one side together and make the switch connection with the other side. Either side may be fused but it would seem more practical to fuse the side not broken by the switch. Connections to the lead from the main switch complete the circuit. Put in a 5 ampere fuse and try out the circuit. Never use more than 10 ampere fuses.

(Continued on page 146)



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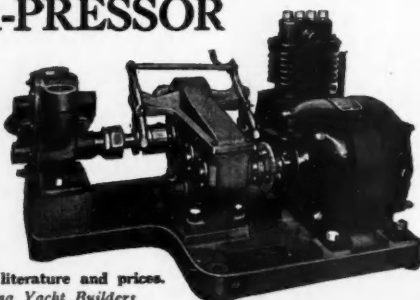
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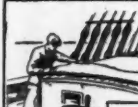
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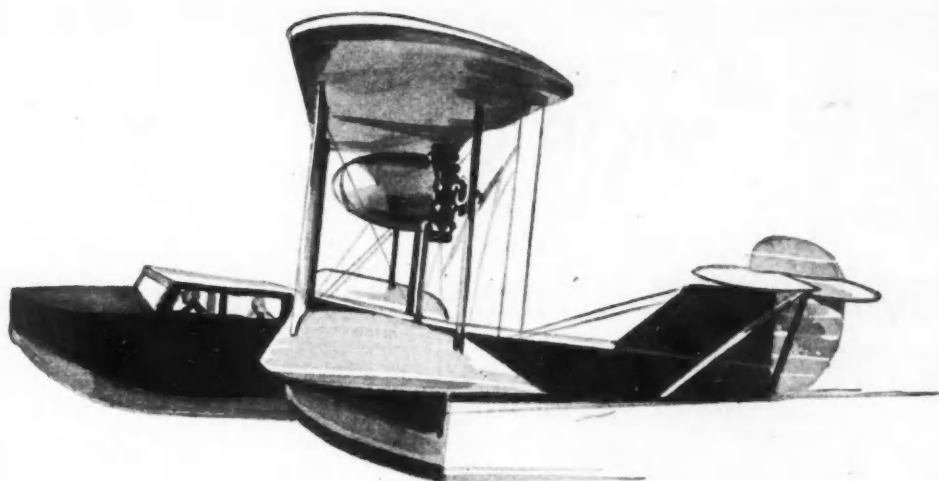
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ELECTRIFYING THE MOTOR BOAT

(Continued from page 144)

The main switch and fuses are in a panel box by themselves and all connections between these are made inside the box. The connections for the anchor light are a branch from the running light circuit and are made inside the switch boxes and not outside as shown. The dark box in the running light circuit is for convenience of connections only, and may be dispensed with by running to the stern light plug socket first.

There are many varieties of fixtures to select from. If you want to please them, let the ladies select the fixtures and glass ware. Low voltage medium screw base lamps are special and at a special price (about double) so use adapters to double contact bayonet base and regular automobile lamps may be used. Tell the supply dealer what you are doing and he will assist in getting the proper fittings, or an electrician may be employed to do the job complete. All plug connections for the running lights and any other outside connections should be waterproof and waterproof cable used to the lights.

Where the motor is not equipped with a generator, same may be installed. There are several methods of driving the generator, one of which can be adapted to almost any engine. A positive drive is not necessary. Either belt or friction drive will be satisfactory. Personally, the bevel friction drive with the governor incorporated in the pulley is preferred, and can be used in any installation where the fly wheel is not inclosed. The flat friction with a spring base generator is just as satisfactory, and with a voltage regulator and cut out incorporated in the generator will give satisfactory service. It is also practical to belt the generator direct to the flywheel. By using a slow speed generator it may be coupled to the flywheel and operated at engine speed. As a last resort a pulley can be clamped to the water pump shaft and the generator belted from this pulley. Whatever type of drive is used, provision for taking up the slack in the belt or adjusting the friction closer to the flywheel should be provided.

As shown in the diagram the generator is equipped with a cut out and the battery is wired to float on the line. As the generator builds up a voltage greater than that of the battery, the cut out throws over and the current is fed into the battery unless enough lights are being used to consume the generator output. When the generator voltage falls below, the cut out automatically jumps off, and the battery supplies the current to the line. The ammeter is cut in on the positive lead to the battery so that it will show the current passing to the battery when charging, or the current being used if discharging. There are plenty of other places to cut in the ammeter besides as shown. The connection is thus shown for clearness.

The generator should be capable of charging the battery at about a 12-14 ampere rate which will keep a 100 ampere hour battery in a well charged condition. The battery will supply current for approximately 50 candle power and when the generator is running, additional lamps may be used but their current consumption must not exceed the charging rate. Two candle-power lamps are recommended for the running lights and anchor light, 6 c. p. for the cabin side lights, toilet and galley, and the cockpit light, 21 c. p. for the dome light and not over 50 c. p. for the search light. When the search light is operated, better results will be obtained if most of the cabin lights are not lighted.

W. B. M.,
Newburgh, N. Y.

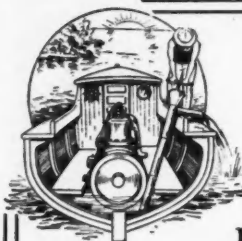
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This is the first permanent centralized display of pleasure boats and outboard motors ever offered on the Pacific Coast, and is situated in a large show room facing one of the city's main business streets. Pleasure Marine, Inc., was formed for the purpose of displaying, demonstrating and selling pleasure craft and their equipment.

Large street windows reveal to the passerby the well-illuminated interior of Pleasure Marine. The walls are painted with Puget Sound scenes showing various types of pleasure craft in use. On the floor is displayed a wide range of boats from a thirty-foot family cruiser and thirty- and thirty-two-foot speed runabouts, to outboard cruisers, sea sleds, family outboard boats, step-planes, rowboats, skiffs and complete line of nationally known outboard motors.

Pleasure Marine handles the sales of the merchandise it exhibits, giving demonstrations on nearby lakes and on Puget Sound, and has its own financial organization to deal in the paper from time payment sales.


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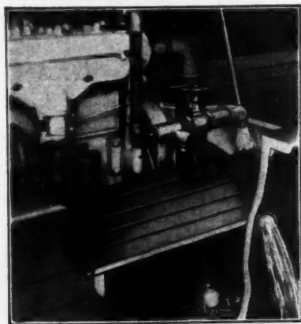
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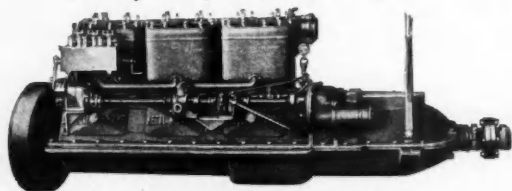
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Eric, Jr.—A Double Ender

(Continued from page 61)

Eric Jr.'s rig was designed with a view to economy of fitting and the time for its making. And by all the experts it is a good and an efficient rig. The mast is tall but it has to be in order to gain the sail area required. But since it is set well abaft the stem it can be nicely stayed against strain and breakage. I found long ago that it is not at all necessary to rig up these tall masts with a lot of spreaders, struts and complicated stays and shrouds. All that is necessary is a head stay and topmast stay; two shrouds, one leading from a point about two thirds the height of the mast from the deck and the other leading from a point about half the height of the mast: the first of these to lead pretty well abaft the mast and the other in line with the mast or slightly forward of this point. Back stays are always needed and in this rig these should lead from the same position as the after pair of shrouds. Wire sizes are given in the bow view of the mast.

The mast will be made from a spruce stick 5 inches in diameter at the deck, carrying this size pretty well up the stick; dimensions for the taper at the top are shown on the drawing. The boom also will be made from spruce 3 inches in diameter in the middle and tapering each end to about 2 inches. A mast track will be needed for the luff of the main sail. Neilson's is the best type, I think.

The sails will be made from a good quality of cotton duck, Wamsutta brand in 8 ounce weight being about right. The cloths should run across the sail. Sails are no things for the amateur to make: go to someone like Fuller at City Island for these. The total sail area is 344 square feet.

There is a generous amount of deck room on Eric Jr., and deck room is very essential on a sailing boat because it is necessary to get around without jumping over houses and climbing through windows and such. The cockpit is planned for the comfort of two; in fact the whole design was worked out for two and no more. You cannot clutter up a small boat like this with a big party and have any fun with her.

The materials needed for building Eric will run into perhaps \$1200.00, and I find I can have her built for approximately \$3500.00 including small single cylinder engine, sails, plumbing cushions, etc.

The construction is not heavy. To be sure the keel is a bulky piece of timber being sided 10 inches and moulded 8 inches, but this is the heaviest piece of stuff in the boat. The planking will be 3/4 inch thick, frames 1 1/2 by 1 1/2 inches steam bent and doubled. The deck 3/4 inch fir, and the rest of the scantlings in proportion. The deck will be canvas covered, a most satisfactory finish and one that is perfectly water tight.

Turning back to the lines preparatory to proceeding with the work of construction you will find Eric Jr. a slim bodied craft and one that will be easily driven either in smooth water or rough. Her centers are pretty much amidships and with easy lines both forward and aft she will be comfortable when seas auxiliaries I know of will be jumping their bows under. There is enough overhang and flare both at the bow and the stern to make a dry going thing of her in almost any weather. She has enough fore foot to prevent falling off when poking into a head sea, but not so much as to make her hard headed.

All small auxiliaries should handle easily. They are usually sailed with no more than two for crew and should be so balanced and rigged as to be handy for even one hand to manage in any unusual streak of weather. Little boats like this Eric Jr. have made some wonderful cruises. She is the sort of pocket in which one can set out for any port, within reason, with assurance that she will reach there, not only in good time, but comfortably as well.

In the next issue of MoToR BOATING I shall conclude this article on Eric Jr., covering in detail and with a number of sketches the building of the latest of this magazine's big family of little ships.

Those who contemplate building should secure the scale drawings which are drawn to a scale of 3/4 inch to the foot. These can be purchased for a moderate sum through MoToR BOATING. Write the Editor, 959 Eighth Avenue, New York, N. Y., for prices.

FAST TIME IN ALBANY RACE.

In the recent 132-mile marathon for outboards, Albany to New York, Herbst boats once more placed high in the list of winners. Julius Herbst, in his Spirit of Atlanta, was second to finish in the race, and Herbst built boats were successful in capturing one first place, two seconds and one third in the various classes.

Consistent wins such as these in races all over the country are ample evidence of the truth of the Herbst claim that Herbst boats possess both speed and endurance.

JUNE, 1929

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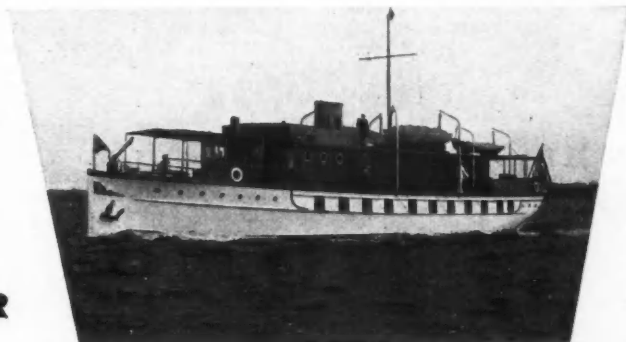
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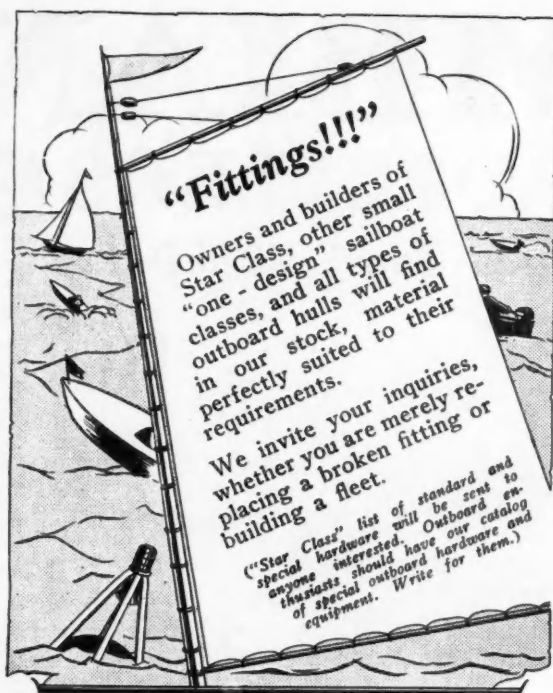
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Ripalong—A Day Cruiser

(Continued from page 64)

The forward deck is also laid with $\frac{3}{8}$ inch plywood and covered with 8 oz. duck. The duck in both instances should be laid in Jeffery's marine glue. The after deck is to be finished the same as the forward deck.

The cabin floor rests on the floor timbers and is to be laid with $\frac{3}{8}$ inch plywood, but the floor does not require canvas covering. It will probably require some $\frac{3}{8}$ inch tongue and groove staving each side of the plywood where the bilge turns up because it is difficult to bend the plywood to much of a curve. The fronts of the bunks and the lockers should also be made from plywood.

The joiner work like after seat, cockpit covering, board, companion hatch, and the thwart across the cockpit will be made from mahogany and do not pile a lot of wood into these; $\frac{3}{4}$ inch is amply thick for any of these parts.

The sketch, Figure 4, gives the necessary information in connection with the rudder and quadrant. Do not make the rubber larger. Where the post comes through the hull use a screw type stuffing box; these are made by most of the marine hardware folks.

Such items as the steering gear, motor controls, painting, etc., will be taken up in detail in subsequent articles concerning small boats which will appear in MoToR BOATING. After all boats are similar in respect to items like steerers, and painting, and I shall cover all the phases of boatbuilding in this series.

Readers who are planning to build this little boat or other designs published can secure blue print copies of the designer's drawing to a scale at moderate cost. Write to the Editor, MoToR BOATING, 959 Eighth Avenue, New York, N. Y., for particulars of costs and circular describing useful books of designs.

Finding Your Way Afloat

(Continued from page 56)

The relationship between angles on which bearings are taken is such that when the second angle is twice as large as the first, the distance from the light to shore at the second observation will be the same as the distance run between the first and second bearings. This will apply to any combination of angles either in degrees or points provided only that the second one is twice as large as the first. This problem is termed doubling the angle on the bow.

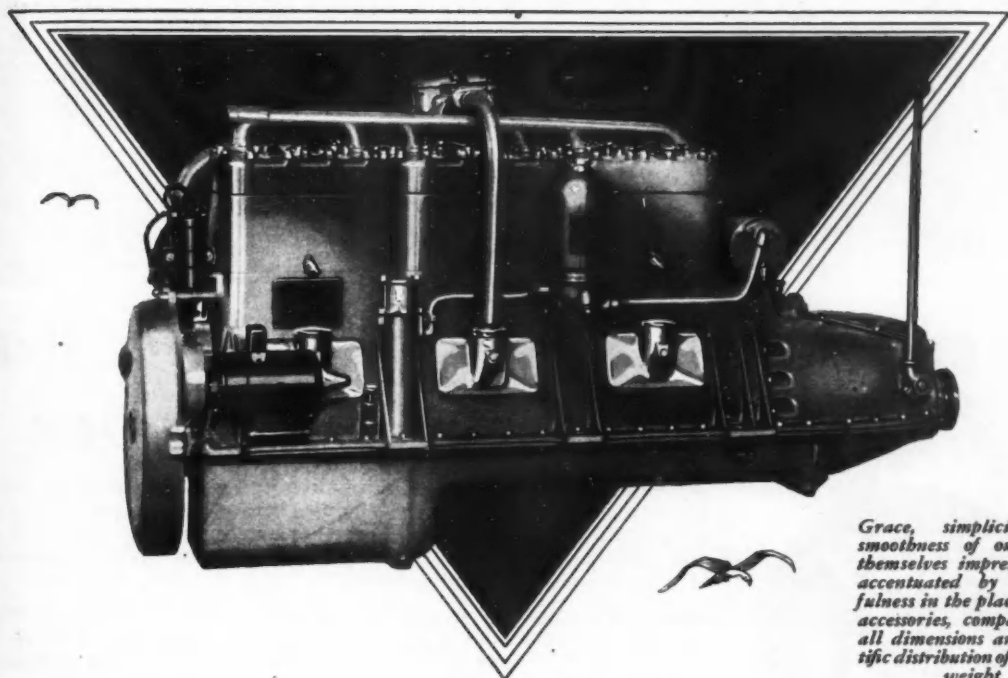
There is a special case of the foregoing which it will be useful to remember. It may at times be desirable to know how far off shore a ship will be before it reaches the beam position opposite the light. This information can be readily determined in a similar manner to the previous problem with the exception that the first bearing must be taken at $26\frac{1}{2}$ degrees on the bow. If then, the second bearing is taken at 45 degrees the distance run between these two, or from A to B on the diagram on page 56 will be equivalent to the distance off which the ship will be when it reaches the position C which is abeam of the light. This problem has the very distinct advantage of permitting the navigator to foretell how far off shore he will be and in this way he will be enabled to alter his course sufficiently to avoid any dangers which may exist and pass by at a safe distance. There are other combinations of angles which will produce this same result but it is needless to burden the memory with these as the easiest to remember are the $26\frac{1}{2}$ and 45 degree combination which are most frequently used in this problem.

Another situation in which a navigator may find himself is one in which he is sailing along the coast and on which there are no prominent marks to which he can refer his position. In such a case a reasonably certain method exists which will be useful in this contingency. The course which the vessel is following is plotted on a sheet of tracing paper shown in our diagrams by the line A B. At convenient intervals casts of the sounding lead are made and the time and depth of water to correspond are noted. The distance which corresponds to any interval of time used, is correctly plotted between the different soundings according to the scale of the charts which are being used. At the end of a period of a half hour or more this sheet of tracing paper is superposed on the chart in the general vicinity of where the boat is known to be and by keeping the meridian line on the paper parallel to a corresponding line on the chart, the tracing paper can be moved about within reasonable limits until the depths of water as established by the soundings agree with reasonable closeness to the depths as found in that vicinity on our chart. This method while it does not locate a vessel as precisely as some of the other ones previously described, will still be found to be reasonably precise, and sufficiently so to give a position of a boat from which can be determined whether or not the courses planned will pass through safe areas.

(To be continued)

JUNE, 1929

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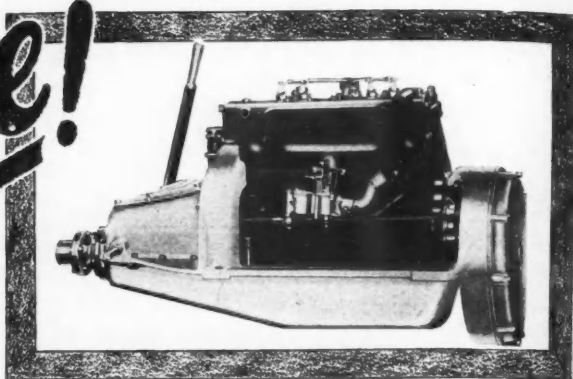
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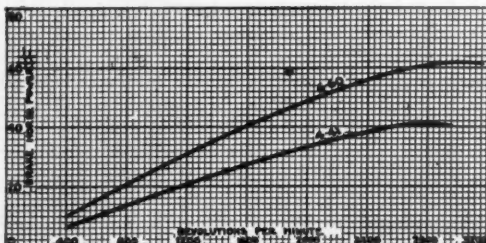
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Gray "Six-60" continues to sweep the country. In the last six months six leading stock boat makers have developed 18, 20 and 21 foot hulls around the power, flexibility and smoothness of the "Six-60."

Gray "Six-60" develops 61 H. P. at 2900 R. P. M.: has a $3\frac{3}{8}$ " bore, 4" stroke, big crankshaft, big bearings, long pistons, full pressure lubrication, seven bearing crankshaft, and is equipped with flame arrester and self-draining drip pan.

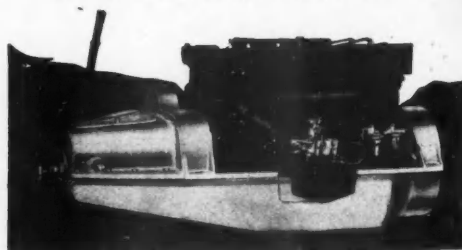
Six-60—\$645.00

3 $\frac{3}{8}$ " Bore, 4 $\frac{1}{4}$ " Stroke.
152 Cubic inches displacement.
400 lbs. with all-aluminum housings.
435 lbs. with iron base.
Develops 41 H. P. at 2900 R. P. M.
Valve setting and cooling designed for wide open operation.

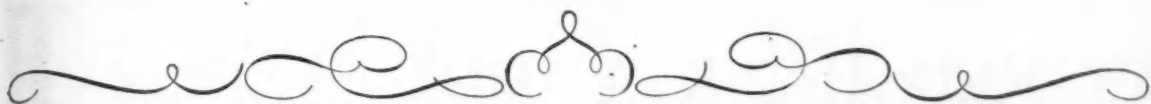
Has marked flexibility between 1200 and 2900 R. P. M.
Built-in reverse gear.
Aluminum Pistons.
High Compression.
Electric starting and lighting.
Flame Arrester and Drip Pan.

PRICE, \$475.00

Gray Marine Motor Co.
680 Canton Ave., Detroit, Mich.



GRAY MOTORS



THE 21-FT. FAYBOW 40-MILE RUNABOUT

HIGH SPEED ... with Safety and Comfort

THESE up-to-the-minute FAYBOW models meet the demands of red-blooded sportsmen for boats that can be driven at high speed with

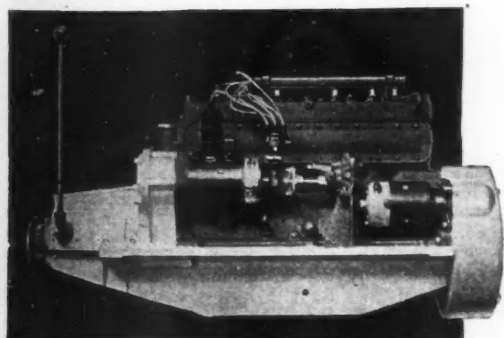
safety and comfort. They are beautifully designed, seaworthy and sturdily built for long service.

The 21 ft. FAYBOW
40-Mile Runabout
Length, 21 ft. Beam, 5 ft., 9 inches.
Extreme draft, 18 inches.

The FAYBOW "MIDDY"
The Aristocrat of Outboard Craft
Length, 16 feet. Beam, 52 inches.
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The Fastest Hydroplane Afloat
Lengths, 13'9" (weight 135 lbs.) and
11'9" (weight 85 lbs.)

DEPENDABLE MARINE ENGINES



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Powerful ... Smooth in Action ... Built to Last

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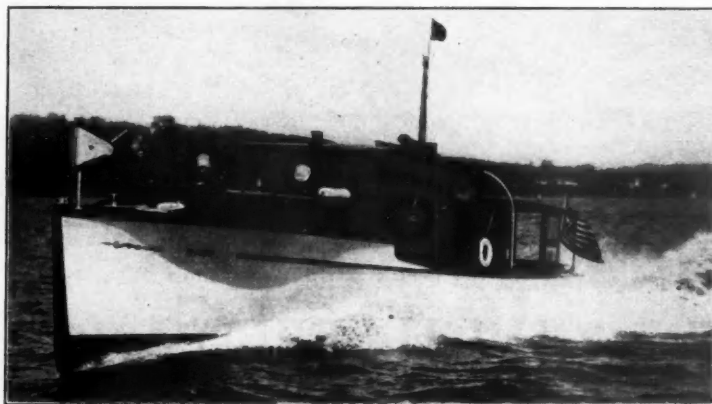
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RED BANK YACHT WORKS

RED BANK, NEW JERSEY



Price includes tender, light plant, Lux System, etc.

Beautifully finished and able craft. Speed 17 M.P.H.

Immediate delivery can be made on 45' cruiser, also on 40' cruiser—both ready for launching; fully equipped—no extras. 45' @ \$18,000.00; 40' @ \$12,500.00. Both custom boats and just finished.

AMERICAN MOTOR BOAT RECORDS

(Continued from page 22)

Mile Trials, Free for All

Cute Craft Herself, owned by A. T. Buffinton, at Albany, N. Y., July 6, 1928. Built by Cute Craft Corp., Evinrude engine. Speed, 37.749 statute.

C-U-Later, owned by M. Roy Brady, at Detroit, Mich., on September 4, 1928. Built by Brady Boat Co., Evinrude engine. Speed, 29.4 nautical, 33.854 statute.

2 Mile Free for All

Fraser's Bullet, owned by H. M. Fraser, at Tampa, Florida, November 29, 1928. Built by Boyd Martin, Johnson engine. Speed, 34.952 m.p.h.

2½ Mile Free for All

Firefly III, owned by Chas. Holt, at San Diego, California, October 14, 1928. Built by Fred Ashbridge, Wilmington, California, Evinrude engine. Speed, 36.09.

3 Mile Free for All

Baby Whale, owned by W. Hockenjos, Jr., at Greenwood Lake, N. Y., July 5, 1928. Built by D. N. Kelley & Sons, Evinrude engine. Speed, 32.6.

4 Mile Free for All

Rubber Baby II, owned by E. Pickard at Wilmington, N. C., October 5, 1928. Built by Herbst Boat Co., Johnson engine. Speed, 35.55 m.p.h.

5 Mile Free for All

Bonnie Lass, owned by J. Bigson and driven by F. Pierce, San Diego, California, December 16, 1928. Built by J. F. Graham, Evinrude engine. Speed, 38.58 m.p.h.

6 Mile Free for All

Century Kid, owned by Jim Welch, at Oshkosh, Wisconsin, July 15, 1928. Built by Century Co., Johnson engine. Speed, 33.645.

10 Mile Free for All

Blue Streak II, owned by L. Baughan, driven by H. G. Ferguson, at San Diego, California, December 16, 1928. Built by Holt, Evinrude engine. Speed, 38.59 m.p.h.

Class D

Mile Trials, Division II

Fraser's Bullet, owned by Harrison Fraser at Miami Beach, Florida, March 23, 1929. Built by Boyd Martin, Johnson engine. Speed, 43.76 m.p.h.

2½ Mile Free for All

Miss Bell Air, owned by George P. Bailey at Charlevoix, Michigan, August 5, 1928. Built by Brady Boat Co., Elto engine. Speed, 35.019.

4 Mile Amateur

Orange Blossom, owned by R. Harrington at Wilmington, N. C., October 5, 1928. Built by Century, Elto engine. Speed, 37.02 m.p.h.

5 Mile Amateur

Spirit of Peoria, owned by E. Travis at Muscatine, Iowa, October 14, 1928. Built by Boyd Martin Boat Co., Elto engine. Speed, 39.48 m.p.h.

4 Mile Free for All

Orange Blossom, owned by R. Harrington at Wilmington, N. C., October 5, 1928. Built by Century, Elto engine. Speed, 37.02 m.p.h.

5 Mile Free for All

Blue Streak, owned by H. G. Ferguson, at Lake Elsinore, California, December 8, 1928. Built by Holt, Evinrude engine. Speed, 37.92 m.p.h.

6 Mile Free for All

Bullett, owned by Bill Higgins at Danville, Illinois, September 16, 1928. Built by Boyd-Martin, Elto engine. Speed, 37.306 m.p.h.

Mile Trials, Free for All

OB 294, owned by E. W. Travis at Peoria, Illinois, September 30, 1928. Built by Boyd-Martin, Elto engine. Speed, 41.748 m.p.h.

25 Mile Free for All

Oh My, owned by Ralph Preganzer at Peoria, Illinois, on September 30, 1928. Built by Century Boat Company, Elto engine. Speed, 36.261 m.p.h.

Class E

Mile Trials, Amateur

Baby Whale XIII, owned by H. R. Maddocks at Worcester, Mass., May 29, 1928. Built by D. N. Kelley & Sons, Johnson engine. Speed, 35.022 statute.

Mile Trials, Free for All

Muriel, owned by Bill Doak at Detroit, Michigan, September 4, 1928. Built by Bill Doak, Johnson engine. Speed, 22.515 nautical, 25.926 statute.

4 Mile Free for All

Uniplex, owned by W. M. Frey at Wilmington, N. C., October 5, 1928. Built by Century Boat Co., Elto engine. Speed, 36.71 m.p.h.

JUNE, 1929

Thank A.C.F. Resources

for the astonishing value you get in this great cruiser . . . !

Sensation of
1929
The A.C.F.
"40"

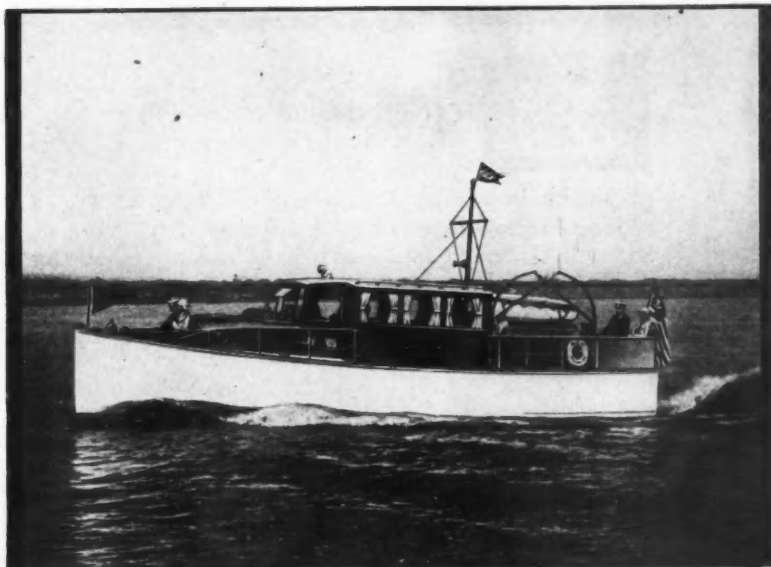
MERELY designing and creating such roomy comfort and staunch seaworthiness as you find in the A.C.F. "40" would be beyond any organization not commanding the cream of skilled labor and fine materials.

And offering it at such a price would certainly be impossible for builders not possessing the purchasing power of the American Car and Foundry Company.

This double-cabin cruiser is beyond question the water jewel of the year. Sturdy and smooth as a yacht in rough weather, it steers like a motor car in intricate waterways, making inland navigation a positive pleasure.

The bridge deck is fully enclosed. Each of the two cabins is generous in size, and has its own lavatory handy. Well-arranged crew quarters are forward, ahead of a commodious galley that is equipped with lockers, ice-box and two-burner stove.

In the bow is a breeze-swept cockpit for four. At the stern, a sheltered but sunny lounging deck for five. For the "40" not only sleeps six, but provides daytime seats for



as many as nine! Linen and china are standard.

Step aboard the A. C. F. "40" at any A. C. F. showroom. Or write today for Booklet C. It will be sent you free.

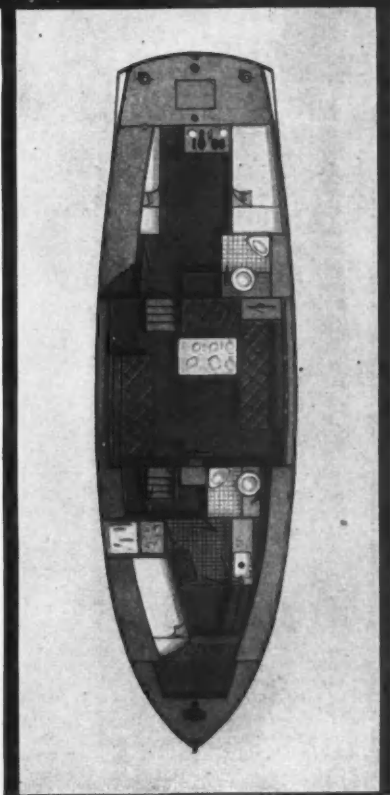
Price \$13,950

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CRUISER-RUNABOUT	\$ 5,750
30 DOUBLE CABIN	4,950
30 OPEN COCKPIT	4,950
40 DAY CRUISER	13,350
THE FAMOUS 47	21,000
54 TWIN SCREW	32,500
68 SEAGOING YACHT	60,000

AMERICAN CAR AND FOUNDRY COMPANY

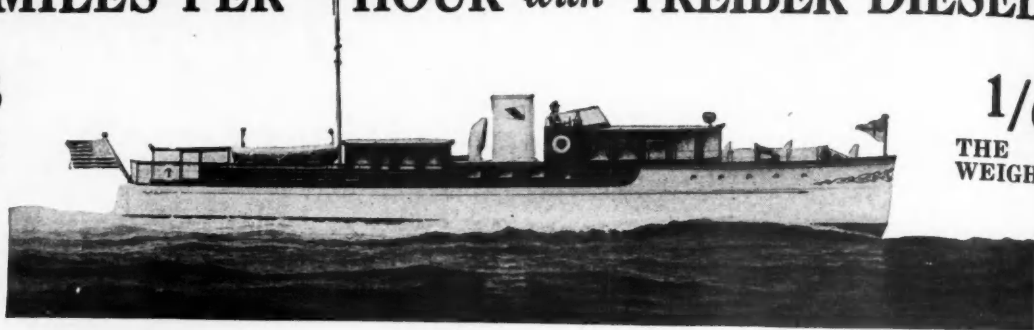
A. C. F. Marine Salon, 217 West 57th Street, New York. Other showrooms at: Boston—Noyes Marine Sales Co., 1037 Commonwealth Avenue, Detroit—A. C. F. Salon, 500 E. Jefferson Avenue, Cleveland—N. J. Shea, 1424 Lauderdale Avenue, Lakewood, San Francisco—S. C. Kyle, 427 Rialto Building. Chicago—Ward A. Robinson, 8 S. Michigan Avenue. Wilmington, Del.—American Car and Foundry Company.



24 MILES PER HOUR with TREIBER DIESELS

1/3
SPACE

1/6
THE
WEIGHT



THE thrill of commuting speed . . . the security of safety from fire . . . the comfort of quiet, vibrationless cruising . . . the economy of Diesel operation . . . are now, for the first time in history, all obtainable in a single engine — the Treiber Diesel. The beautiful yacht pictured above, 85 feet overall length by 14 feet beam, is being completely Treiber Diesel equipped. She will be driven at a speed of 24 miles per hour by her twin 300 H.P., 12-V cylinder Treiber Diesels, occupying one-third the space and scaling one-sixth the weight of ordinary Diesels. Her electric generating set is a 7½ K.W. Treiber Diesel. Bulletins fully descriptive of the Treiber line of Diesel engines from 65 to 3,000 H.P. will be sent promptly upon request.

TREIBER DIESEL ENGINE CORP.—Dept. MB—Camden, N. J., U.S.A.

CABLE ADDRESS: "DESELMOTOR"

RIPALONG—A DAY CRUISER

(Continued from page 64)

athwartships. Stern planking, both inner and outer will be made from 3-16 inch mahogany screw fastened to the frame and to each other.

Now come the forms. These will be made from 7/8 inch spruce. The body plan as laid down shows the form of the boat at eight sections and to the outside of the planking. In making the form, the thickness of the planking must be taken off, which is 5/8 inch; then the thickness of the frames, 3/4 inch; then the thickness of the battens over which the frames are to be bent; and the latter in this case are 7/8 inch thick. A total of 2 1/4 inches.

The sides of each form should be run at least 6 inches above the sheer line. If the spruce boards from which the forms are made are about 9 inches wide, the joints will come as shown in Figure 3; one at the center line over the keel, and one each side near the water line. To fasten these just nail on 7/8 inch cleats. The cross member at the top should be exactly on the sheer and, of course, perfectly square with the center line. When each form is finished it should be laid on the full size body plan and checked as to dimensions, also this is the time to run a heavy pencil line across indicating the load water line. The center line should be marked in, too.

When all eight forms have been made they are to be set up on the keel as shown in Figure 2. In cutting in the rabbet you have already marked the position of each station so all that remains is to place the forms; those forward of station 4 are to be set so that their forward faces come on the center line of the station; and those aft on the after side of the station center lines. If the bevels of the water lines are cut on the forms they should all be set on the center line of each station. However, it is hardly necessary to bevel the forms.

It goes without saying that each form must be both plumb and level for otherwise the hull will be lopsided; and we are sorry to say that many boats come out this way for the sake of a few hours saved while setting up the forms.

One nail toed through the cross member and into the keel will secure the bottom of the form. The top is held in place by the 3/4 by 9 inch center piece as shown in Figures 2 and 3.

It is good practice to snap a line through the under side of the center piece and bring the center line on each cross member exactly under this. Braces are then to be erected from the ends of each form to the ceiling. Again let me point out that the forms must be level across, and square across the keel; besides being plumb with the water line.

Next run a 7/8 by 2 inch batten around the sheer line, following this with eight battens each side below the sheer line and one above. It is always best to run one batten above the sheer; this holds the ends of the frames and prevents straightening of the sections near the sheer. The battens need not be continuous so long as they lap by the distance of a form they will be all right. Use 2 inch screws for fastening the bending battens to the forms: you see the forms and battens have to be removed later and the screws can be easily removed.

We are now ready for bending the frames. These will be 3/4 by 7/8 inch white oak and steam bent, set, by the way on 10 inch centers. By all means box the heels into the keel, this being a little trouble but it makes an excellent job and is very strong as well as shipshape. Let the heels in about 1 inch. Then fasten with a 2 inch boat nail, boring for this of course.

The planking will be 5/8 inch white cedar or Philippine mahogany wood. There will be 20 strakes on each side. It is always a good plan to run at least three strakes around the boat beginning with the sheer plank. Then get out the garboard and work up to the middle of the bilge. Restarting on the topsides and working down until the planking is all on. By using narrow strakes a great deal of work is saved and a better job results; it is a big mistake to use wide planks on a round bilge boat. For fastenings use No. 8 flat head brass screws 1 inch long. These must be counter sunk and have the heads covered with boat plugs. Don't try to drive screws without first boring for them, by not boring the screws will either twist off or not draw up snug. There should be two screws to each frame; the upper being set at the after side of the frames center; the lower forward. Thus the screws will be somewhat staggered along each frame and far less liable to split.

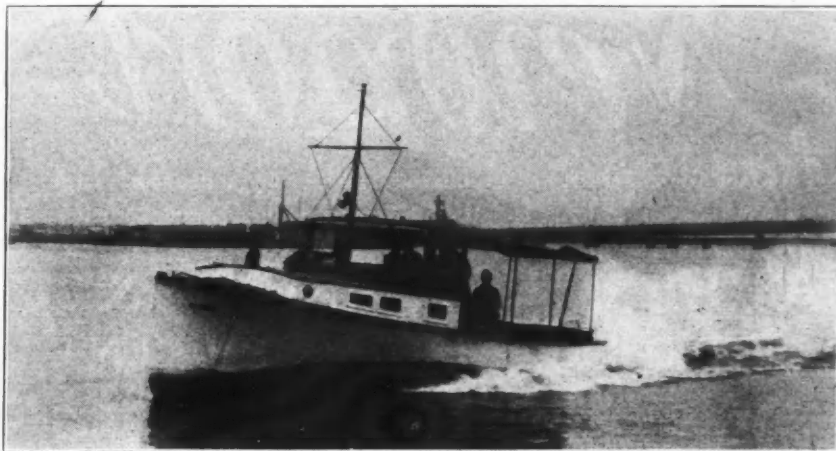
It is impracticable to use full length planks, and anyway there is no advantage in doing so. Use planks of varying lengths, say

(Continued on page 158)

BUDA Engines

"Satisfactory in every way"

—Hugh Dillman



Mr. Dillman has a twin Buda installation in the "ANNA," his deep sea fishing yacht — and is well pleased with the two 130 H.P. engines. The "ANNA" is 40 ft. x 10 ft. 6 in. x 3 ft. —with a speed of 18 miles per hour.

Buda engines range from 80 to 130 H.P., with or without Buda Reduction Gear-Reduction of 2.4 to 1.

Catalog No. 580 sent promptly on request.

HUGH DILLMAN

Palm Beach

March 9, 1929.

The Buda Company,
Harvey, Illinois.
Gentlemen:

I am in receipt of your letter of February 26th and it gives me a great deal of pleasure to be able to tell you that the pair of engines installed in my fishing boat are most satisfactory in every way.

Yours very truly,
(Signed) Hugh Dillman

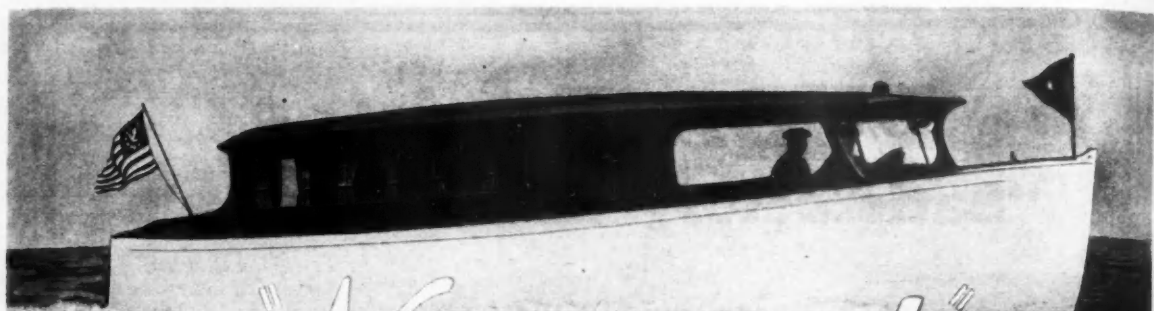
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THE BUDA COMPANY, HARVEY, CHICAGO SUBURB ILLINOIS
ESTABLISHED 1881





Newport

34-foot Commuter-Cruiser; 2 pullman berths; galley; toilet room; large sheltered for'd cockpit; 200 H. P. Kermath Engine; speed 23 miles.

STAPLES, JOHNSON & CO.
 BIDDEFORD - - MAINE

New England Agents:

EASTERN SERVICE MARINE CO., 780 Commonwealth Avenue, Boston, Mass.

IT COSTS LESS TO BUILD GOOD BOATS IN MAINE

RIPALONG—A DAY CRUISER

(Continued from page 158)

8 feet to 18 feet lengths. If the butts are well scattered the short lengths are every bit as good as long stuff. Each butt should be backed by a block of $\frac{3}{4}$ inch white oak slightly wider than the planks and a tight fit between the frames. Use six screws in each plank end and your planking job will be just as good as though each plank ran the full length of the craft.

The planks must be fitted so that their inner surface is a tight seam, opening slightly outside. This is called outgauge and is for the purpose of receiving the caulking. On the turn of the bilge the inner face must be hollowed so as to permit fitting snugly against the frames. If the hollow is not made and the edges of the planks are drawn up there will be a very strong tendency to split the planks.

Caulking a small boat like this is a simple process because the caulking is simply rolled in with a caulking wheel. Cotton wicking is used for caulking rather than cotton. Four strands rolled into each seam is ample. After the caulking is all in the seams must be payed (painted) with red lead and then stopped with a half and half mixture of white lead and putty.

The floor timbers can be fitted either before or after the planking is applied. It is easier to get these in before the garboard strakes are fastened. The floor timbers will be made from $\frac{3}{8}$ inch white oak and set on the forward side of each set of frames. Two $\frac{1}{4}$ inch galvanized iron drift bolts are required for each floor timber, and these must be toed into the keel in order to hold properly. Then there must be two fastenings between the frames and the floor timbers; these being $1\frac{1}{2}$ inch boat nails. Bore for these with a wood drill slightly smaller than the nails.

The engine beds will be made from 2 inch white oak, spaced to suit whichever engine is selected for power. I do not believe in long engine beds; so far as I can see after about twenty five years experience long beds create or rather accentuate vibration and are bad in other respects as well. The beds must be well bolted to the floor timbers with $\frac{3}{8}$ inch bolts, on to each timber. And they must be fitted neatly and let down into the floor timbers as shown in the construction plan.

The deck beams will be made from $\frac{7}{8}$ by $1\frac{1}{4}$ inch airplane spruce and are set on 16 inch centers. They will be fastened to the shelf with long screws, one each end of the deck beam. The

shelf will be made from $1\frac{1}{2}$ by 2 inch clear spruce and is fastened to the frames with screws. Forward a small knee secures the ends to the stem head. Notice that there are doubling pieces in the way of the deck plate and mast step. These should be made from $\frac{3}{8}$ inch spruce. There is a clamp running the full length of the boat made from $\frac{7}{8}$ by 3 inch spruce. Like the shelf it is joined to the stem with a light hackmatack knee as shown. At the stern the clamps are also kneed. The knees aft are rather important because there is considerable wringing strain to be taken care of.

You will notice that there is a $\frac{3}{4}$ inch thick girder extending from a point a few inches abaft station 4 to the stern post. This serves two duties; one being a stiffener for the aft end of the boat; the other being a solid support for the cockpit floor beams. The girder should be through fastened from the frames to the cockpit floor beams, using $\frac{1}{4}$ inch rod nutted each end for bolts. The girder is placed at a distance of 16 inches each side the keel.

The cockpit floor beams will be made from $\frac{7}{8}$ by $2\frac{1}{2}$ inch spruce and are to be set in 10 inch centers. Notice that there is a step-up for the full width of the cockpit over the reverse gear, the step being 6 inches. Note also that the two aftermost cockpit beams anchor to the top of the stern post. The cockpit floor, by the way is raised 6 inches above the water line and is to be fitted with lead scuppers in the two after corners.

The flooring in the cockpit will be $\frac{3}{4}$ inch thick plywood laid in large sheets. It should be fastened down with brass screws and then covered with 8 oz. duck. The edges of the duck are to be turned up against the step, the after bulkhead, and under the ceiling which lines the sides of the cockpit. A screw deck plate at least 16 inches in diameter is the best thing to have for the purpose of entry to the space below the cockpit.

MoToR Boating has published some excellent books of boat designs and building instructions which amateur builders will find useful. A circular describing these will be sent on request. Readers who plan to construct this boat can also secure blue print copies of the drawings to a scale of $\frac{3}{4}$ inch to the foot at a moderate cost. Write the Editor, MoToR BOATING, 999 Eighth Avenue, New York, N. Y.

JUNE, 1929

Gulfpride Oil .. AMERICA'S FINEST MARINE OIL



THE OIL EVERLASTING

This remarkable new Marine Motor Oil has been on the market but a few months, yet it has jumped into instant popularity with all those having to do with the lubrication of Marine Motors.

It possesses the following necessary characteristics:—

- 1—High resistance to oxidation
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It is approved by leading Marine Motor builders.

In justice to your motor you should use GULFPRIDE.

In sealed tins only.

Let us send you a free sample vial on request

GULF REFINING COMPANY

Pittsburgh, Pa.



The OUTSTANDING YACHT DIESELS



Electric Starting
Four Cylinder 60 H. P.

Vibrationless
Six Cylinder 90 H. P.

LET US QUOTE YOU

STANDARD MOTOR CONSTRUCTION COMPANY

178 Whiton Street

Jersey City, N. J.

STANDARD DIESELS

CALENDAR OF COMING EVENTS

(Continued from page 18)

- | | | |
|--|---|---|
| August 13—Lake Placid Boat Club, N. Y. | August 24—Chatham Ontario Cruise—Ivan Kirlin, 1240 Free Press Bldg., Detroit, Michigan. | September 2—Third Annual Labor Day Regatta, Lake Elsinore, California—D. Mackay, Lake Elsinore, Cal. |
| August 14-16—International Races, Royal Antwerp Yacht Club, Belgium. | August 24—Anniversary water carnival and speed boat regatta, Trenton, N. J. | September 2—American Lake, near Tacoma, Wash.—B. A. Anderson, Seattle, Wash. |
| August 15—Rouses Point Y. C., New York. | August 24, 25—Gold Cup Regatta, Red Bank, N. J.—R. L. Linton, Red Bank, N. J. | September 2—Mullica, New Jersey. |
| August 16, 17—Miles River, Maryland—Miles River Yacht Club. | August 29—Commodore's Annual Review, Detroit Yacht Club. | September 6, 7—Barnegat Bay Y. R. A. cruise to Little Egg Harbor Yacht Club at Beach Haven and regatta there. |
| August 17—Scripps Trophy Race, Detroit Edison Regatta—Ivan Kirlin, 1240 Free Press Bldg., Detroit, Michigan. | August 31—September 2—Cruising Club of America Labor Day Week-end at Lloyds Harbor, Long Island—E. H. Tucker, Sec'y, 81 Fulton Street, N. Y. C. | September 7—Detroit Y. C. Sweepstakes—Ivan Kirlin, 1240 Free Press Bldg., Detroit, Michigan. |
| August 17—West End and Tri-State outboard and speed boat regatta, Chester, Pa. | August 31—Keystone Yacht Club, Tacony, Pa.—F. Von Nieda, 3309 River Ave., Camden, N. J. | September 7—Margate, Longport, N. J.—O. H. Adams, Longport, N. J. |
| August 17—Osterville, Mass.—Frank Wigglesworth, 20 Brookline Ave., Boston, Mass. | August 31—Ocean City, New Jersey. | September 7, 8—Cruising Club of America—Jeffrey Lodge Auxiliary Race, Boston Chapter. |
| August 17—Westport, New York. | August 31—Sept. 2—Detroit, Mich., British International Trophy Races.—W. D. Edenburn, 5-218 General Motors Bldg., Detroit, Mich. | September 7-15—Venice, Italy, International Motor Boat Regatta. |
| August 17—Portland, Me., Regatta and Ocean race for cruisers, 92 miles—P. James, 5 West St., Portland, Me. | September 2—Fall Regatta, Larchmont Y. C., N. Y. | September 8—Passaic River Yacht Club, Hackensack River Station—Outboard Regatta. |
| August 18—Lake Sammanish, Seattle, Wash.—B. A. Anderson, Seattle, Wash. | September 2—Rutherford Yacht Club—Outboard races. | September 8—New England Championships, Wollaston, Mass.—F. Wigglesworth, 20 Brookline Ave., Boston, Mass. |
| August 19—Schroon Lake, New York. | September 2—Barnegat Bay, Sailing races of Barnegat Bay Yacht Racing Asso. for Thacher, Stanger and Middleton cups. | September 8—Cruiser Championships, Anchor Yacht Club, Bristol, Pa.—F. Von Nieda, 3309 River Ave., Camden, N. J. |
| August 21—Burlington Yacht Club, Burlington, Vt. | | |
| August 23-September 7—Canadian National Exhibition, Toronto, Canada—Outboard Motor Boat Races. | | |
| August 23, 24—Iroquois Yacht Club, Lachine, Montreal, Quebec. | | |

JUNE, 1929

Monel Metal Shafts

selected for its finest boats by

CONSOLIDATED SHIPBUILDING CORPORATION



At left: *Whim III*, built in 1928 for Mr. Harrison Williams by Consolidated Shipbuilding Corp., New York, from plans by Tams & King, Inc. This 56 ft. express cruiser is powered for 50 M.P.H. with two 650 H. P. Wright Typhoon motors driving through Monel Metal shafts 2 in. dia. x 14 ft. long in Goodrich Cutless rubber bearings.

At left below: *KLAHANEE*, built in 1929, for Mr. L. M. Wainwright by Consolidated Shipbuilding Corp. from plans by Tams & King. This 106 ft. twin screw motor yacht is powered with Speedway Diesel engines driving through Monel Metal shafts 3½ in. dia. x 38 ft. long in Goodrich Cutless rubber bearings.

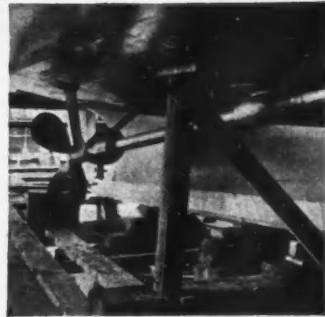
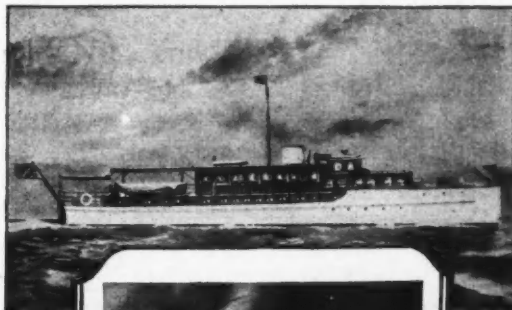
LEADING BOAT BUILDERS DEPEND ON MONEL METAL

CHECK up on the items that contribute most to a fine, sea-worthy boat, and you quickly recognize that the builder's skill and his choice of material are of as much importance to the owner as the beauty of the original design.

The Consolidated Shipbuilding Corporation has built an enviable reputation by building boats that guarantee dependable performance. In order to assure smooth and unfailing transmission of power from engine to propeller, this company uses Monel Metal shafts in its finest boats.

As a shafting material, Monel Metal

Monel Metal is a technically controlled Nickel-Copper alloy of high Nickel content. It is mined, smelted, refined, rolled and marketed solely by The International Nickel Company, Inc. The name "Monel Metal" is a registered trade mark.



offers this rare combination of advantages: It is strong, rigid, tough—it helps to eliminate whip and vibration; it resists the corrosive attacks of salt water; it does not rust; it develops a glass-like surface which is practically frictionless; it does not pit; it helps to prolong the life of packing and bearings.

Until you have tried a Monel Metal shaft on your boat, you will not know the comfort, economy and peace of mind a Monel Metal shaft will bring. Better talk it over with your boat yard mechanic. Write direct for additional information.

Monel Metal shafts increase the life of babbit or bearing bronze, and are especially recommended with Goodrich Cutless rubber bearings.

MONEL

METAL



THE INTERNATIONAL NICKEL COMPANY, INC.

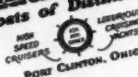
67 WALL STREET, NEW YORK, N. Y.

Mention MoTOR BOATING, 57th St. at Eighth Ave., New York

161

Woolsey's

THE MATTHEWS COMPANY
Boats of Distinction



April 2, 1929

The C. A. Woolsey Paint & Color Co.,
Jersey City, N. J.

Gentlemen:

We are very glad to say that we have used Woolsey copper paint on Matthews Cruisers for a great many years. In fact, it is used almost exclusively on the standardized boats which we build—namely, the Matthews "38", Matthews "46" and the 32' Speed Cruiser. The copper paint, which you have been furnishing us, has given excellent satisfaction, and we expect to continue its use.

Yours very truly,

THE MATTHEWS COMPANY
BY: *C. S. Matthews*

C. S. Matthews
Vice-President

CSM:VL

THE most careful buyers of marine products are the builders of standardized boats. The satisfaction an owner gets from his boat depends greatly on the durability of its protective coatings—the varnish, paint, enamel and bottom composition are of the utmost importance because frequent repainting is costly. That's why leading stock boat builders standardize on these Woolsey products:

TUNGSPAR VARNISH
COPPER "BEST" PAINT
YACHT WHITE
GLISTO WHITE ENAMEL
DECK PAINTS
ENGINE ENAMELS
IRON and STEEL BOTTOM
COMPOSITIONS

Sold by leading marine dealers
and hardware shops.



C. A. Woolsey Paint & Color Co.

JERSEY CITY, N. J.
TAMPA, FLA.

STOCKS IN ALL PORTS

SAN FRANCISCO, CAL.
HOUSTON, TEX.

YARD AND SHOP

(Continued from page 82)

30% DUTY ON IMPORTED YACHTS

According to paragraph 370 of the proposed Tariff Bill of 1929, motor boats and parts of boats, classified with airplanes and hydroplanes, will be subjects to a duty of 30 per cent ad valorem, when brought into this country. This includes all yachts and pleasure boats, regardless of length or tonnage, whether propelled by steam, sail or motor, and regardless, also, of whether they are brought in under their own power. The only exceptions are boats which are to be used in trade or commerce, and those which were contracted for prior to December 1, 1927.



A windy day on the Detroit river with a Meteor runabout doing 30 miles per hour

ADDED SERVICE ON PLASTIC WOOD.

The Addison-Leslie Company have maintained a department for the study of boat construction and repair problems in which their product, Plastic Wood, can be advantageously used. All such problems sent in by individual boat owners, or by yards, are answered in detail. They have also published a 24-page illustrated booklet describing the use of Plastic Wood for many common construction and repair problems.

Recently they have added to this the personal services of John B. Winstanley, an engineer experienced in practical boat work, for consultation and assistance in construction and repair problems. He will be available for ship yards and boat builders in the New York district, and can be reached by mail either

at 644 Minneford Avenue, City Island, N. Y., or at The Addison-Leslie Company, Canton, Mass.

NEW LINE OF DIESEL AUXILIARIES

The Standard Motor Construction Company, Jersey City, N. J., announces a complete line of electric generating sets, air compressor sets and pumping outfits driven by Standard Diesel engines.

These sets will be furnished in single- double- three- four- and six-cylinder engine drives, connected to pumps, compressors and generators of various capacities. A very compact and useful compressor set has been designed, the four-cylinder 6-inch by 8-inch Diesel engine having been arranged for using the two center cylinders for air compression up to 400 lbs. per square inch on single stage.

Six of these small Standard Diesel generating and pumping sets are now installed in two tankers of one of the most prominent oil companies, while several others are under order for one of the larger oil companies and still others are going through the shop for installation in motorships, among them a 20 h.p. set for the Sun Shipbuilding and Dry Dock Company, Chester, Pa., who are to install it in a 10,000-ton motorship they are now building for the American South African Line.

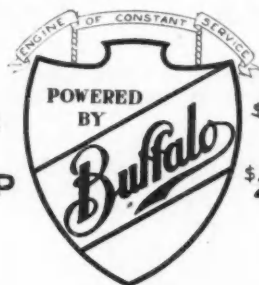
Full particulars on these Diesel-driven auxiliaries will be gladly furnished by writing to the Standard Motor Construction Company, Jersey City, N. J.

CHICAGO OUTBOARD REGATTA

Sponsored by the Chicago Daily Journal, a Gold Cup Outboard Regatta is to be run at Chicago off Grant Park on Sunday, June 16th, 1929. The races will be run with the cooperation of the North Shore Outboard Motor Club, the Chicago Motor Boat Club and the National Outboard Association. Entry blanks can be obtained at the offices of the Chicago Daily Journal, 15 South Market St., Chicago, Illinois for the National Outboard Association, 333 North Michigan Avenue, Chicago. Entries may be posted with the Boating Editor of the Journal up until 5 p. m. Wednesday, June 12th.

(Continued on page 164)

JUNE, 1929



15 HP.
TO
240 HP

\$480.00
TO
\$2800.00

A Symbol of Dependable PERFORMANCE

Buffalo Gasolene Motor Co.

100 Hudson St.,
Buffalo, N.Y.

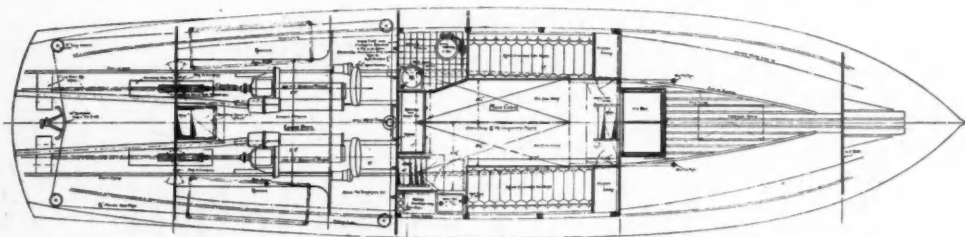
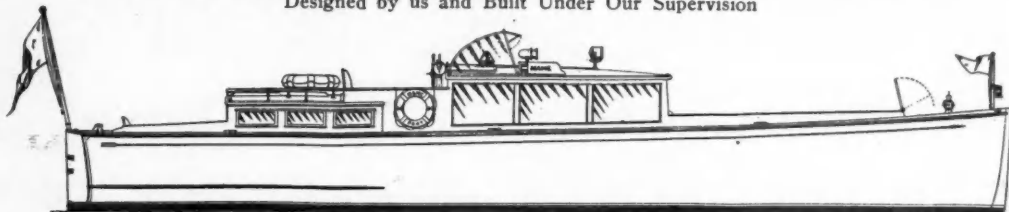
347 Madison Ave.,
New York, N.Y.

Mention MoToR BOATING, 57th St. at Eighth Ave., New York

MR. COMMUTER

We have Available for Immediate Delivery the Boat Illustrated Below

Designed by us and Built Under Our Supervision



50' Overall, 11'10" beam, 3' draft. Double Planked; Finished in Mahogany;
Two 200 H.P. Sterling Petrel Engines; Speed 25-27 Miles Per Hour

This is a Most Modern Commuting Boat, New and Complete in Every Respect.
Launched in May. Exceedingly Well Built. Reasonable Price.

ELDREDGE-McINNIS, Inc.

148 State Street, Boston, Mass.

Naval Architects

Yacht Brokers

YARD AND SHOP

(Continued from page 162)

DIESELS FOR YACHT AND WORKBOAT SERVICE

The adaptability of the modern diesel engine to all kinds of marine service is well illustrated by the many new installations of this type of engine in some of our newest yachts and fishing vessels. The new Winton Diesel powered *Avalanche* is one of the more recent cruisers of rather unusual design following in appearance the trend of design for smaller express cruisers. Designed by Tams and King, *Avalanche* is 154½ feet over all in length and includes in its equipment every modern navigational facility, including Sperry steering equipment, metal mike and compasses. Her power consists of a pair of 6 cylinder Model 115 A Winton diesels of 600 h. p. each, which will provide a speed of 18 m. p. h. The Consolidated Shipbuilding Corp. is the builder.

In the commercial boat line two new vessels recently contracted for by the Bay State Fishing Company with the Bath Iron Works are typical of the use to which these power plants can be successfully adapted in providing economical power for the heavy duty vessels. The new boats are both 132 feet in length and are of steel construction with unusually fine lines and arrangements provided for efficiency and comfort for the crews. The holds will have a capacity of 140 tons of fish, and power will be supplied by six cylinder Winton mechanical injection engines of 500 h. p. which should drive them at a speed of about 10 knots.

TWO NEW PRIVATE YACHTS ORDERED.

Orders for two new yachts, one a gentleman's sport cruiser, 122 feet in length, the other a 150-foot auxiliary schooner, have been received by Henry J. Gielow, Inc., designers of both boats. The cruiser, incorporating wide departures in private yacht design, will be constructed at the Bath Iron Works, Bath, Maine, for F. H. Goodyear of New York. The schooner will be built at George Lawley & Sons Corporation, Neponset, Mass., for delivery February 1, 1930, to a Washington yachtsman whose name was not revealed by the Gielow organization.

The cruiser, resembling in design a naval torpedo boat, will be powered by two 300-horsepower Diesel engines, will have a

speed of 17 miles per hour and a cruising range of 2,500 miles. She will have a beam of 19 feet, a draft of 6 feet and will carry a crew of 18 men.

The two-masted, fore and aft schooner yacht, patterned after Cornelius Crane's barkentine *Illyria*, now in the South Pacific collecting marine specimens, will be one of the largest of her type in this country. She will be of all-steel construction, will have a 32-foot beam, a 12-foot draft and will carry a 300-horsepower Diesel auxiliary motor to drive the craft at 12 miles per hour without aid of sail. Accommodations aboard will include 6 staterooms, 4 baths, a library finished in natural teak, a dining salon amidships and quarters for a crew of 16. The yacht, to cost \$350,000, will be delivered February 1, 1930.

YACHT BROKER REORGANIZES.

The motor boating public will be interested in learning of the reorganization of the well-known firm of yacht brokers and designers, Tams and King. Owing to poor health, Charles King has tendered his resignation and as a result of the election of new officers, Clement G. Amory becomes President. Edgar Offer, who has been associated with the firm for many years, takes the post of Chairman of the Board and Albert Crouch, their naval architect, becomes Vice President and Secretary.

ENTRIES FOR OLYMPIA-JUNEAU RACE.

Three entries already received, with applications for several others expected within a short time, indicate the probability of an entry list which will exceed the ten boats entered last year in the Capital to Capital race from Olympia, Washington, to Juneau, Alaska.

First to enter was *Madie*, owned by Jack Power of the Queen City Yacht Club. He was followed by Frank Siedelhuber with *Mary-Ann*, a year old boat launched in Seattle in 1928. *Cash Cole* of Juneau, finishing port of the race, has entered his boat, *Jazz*. Entries are expected from California and Portland, while Seattle will probably furnish the majority of the entries. Ten boats were entered last year, but twelve or fifteen will probably compete in this year's race.

(Continued on page 166)

JUNE, 1929

To the man who sails home from the sea—in a craft of his own



to the low, rambling mansion, silhouetted against the sky along the bluff . . . the tall dark windswept pines . . . the hint of intriguing gardens . . . the loveliness . . . the perfection visible from the sea.

In—fresh from adventure to your mooring at the foot of the darkening bluff. A mooring built by local talent, with a hammer, a saw and too few nails.

How many times have you excused that mooring to yourself and apologized for it to your friends? How often have you dreamed of one to match the graceful beauty of your boat . . . to harmonize with the carefully planned loveliness of your estate? For you W. B. C. Artistic Steel Floats are made. The protection alone that these staunch floats offer your craft is reason enough for a W. B. C. steel float, whether your sea be a sound, river, lake, or bay.

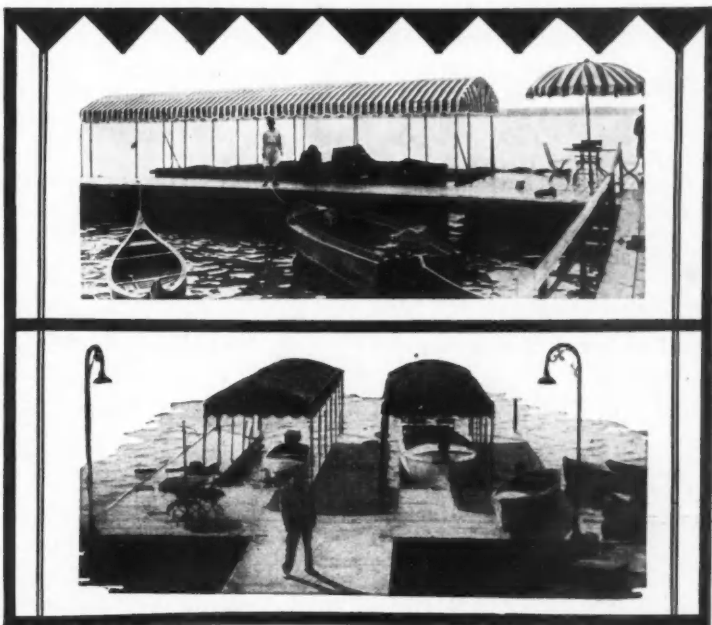
In the snug security of the slip drive, in the W. B. C. floats your boat will ride the worst blows without the slightest injury. Then there is the convenience . . . the beauty . . . the carefully planned loveliness of the W. B. C. floats to blend in harmony with all the charm and beauty of your estate.

And you can't find or build a float that will outlive a W. B. C. float . . . built of structural steel channels and angles on sound engineering principles, with any number of slip drives . . . with or without canopies, of any design or color covering the slips . . . or floats without slips for those who prefer to moor to the outside mooring. The W. B. C. floats will be as ready to serve you 20 years from now as today . . . and as much in vogue.

What do you pay for such a perfect mooring? No more than the one you now have when you consider their life. With a little paint they will last indefinitely even in salt water. You can paint them without taking them from the water. Then, too, they are sectional and detachable . . . easy to put together or to take apart for winter storage, etc.

And you . . . still dreaming of just such an addition to your estate, while W. B. C. Artistic Steel Floats, built to fit any size boat, are ready for your call.

Not alone are these floats built for private owners. They are ideal for Yacht Clubs, with any number of slips or without slip drives.



Above—Single Slip Standard Steel Float Below—Double Slip Standard Steel Float.

Floating Breakwaters, too!

W. B. C. FLOATING BREAKWATERS are guaranteed to calm the roughest waters. Made of the finest materials—engineered to more than adequately accomplish their purpose. They are not cheap in price but you can place the utmost confidence in them.

The standard model is built in sections of 30-foot lengths and each section eighteen tons, and a heavy steel bulkhead built from the frame nearly to the bottom at low tide. Our marine engineer will gladly explain them to you.

W B C

Artistic Steel Floats

WALSH BUGBEE COMPANY, INC.

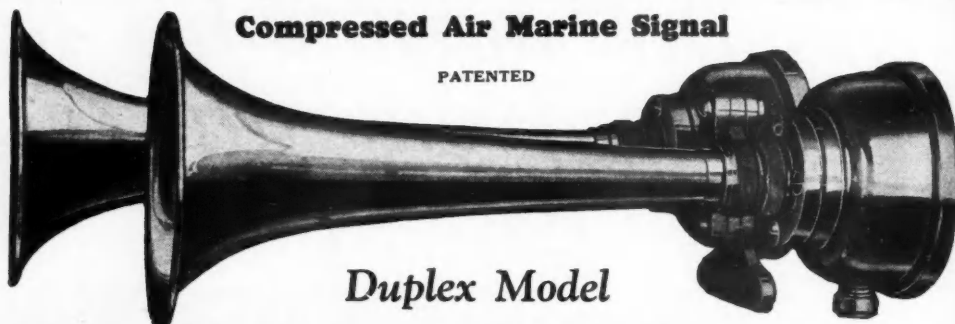
Main Office
26 East Hanover Street, Trenton, N. J.
Telephones: Trenton 6257-3

Engineers, Manufacturers and Builders,
Artistic Steel Floats and Docks

New York Office
Mansfield Hotel, 12 West 44th St., N. Y. City
Telephone: Vanderbilt 2233

Mention MoTOR BOATING, 57th St. at Eighth Ave., New York

Made in 15 models and tones for all types of sea, river and lake craft. With curved and straight projectors of polished brass. Operates from pet cock or air tank.



PATENTED

Duplex Model

"STROMBOS"

Over the rolling deep your Strombos signal speeds warnings and messages distinctly, for Strombos is the long distance signal in marine service. Fog, wind, storm and noise cannot hamper your Strombos. Touch the button or cord and its pleasing tone penetrates the distance!

Strombos Junior is primarily for smaller craft, with the same distinctive tone but shorter audible range. Complete, as shown, with magnet and regulating valves, air accumulator and reservoir, bands, brackets and tubing. Chromium plating.



Junior Model

J. THOS. RHAMSTINE* 504 Woodbridge St. E.
Successor to American Strombos Co. Detroit, Michigan

NOTE: The Rhamstine* Strombos is patented. There have been no licenses granted and any air diaphragm horns employing the principle covered in our patents are infringements.

DEALERS:

Some territory still open. You will find selling Strombos signals a source of satisfaction to your customers and yourself. Write or wire us today!

YARD AND SHOP

(Continued from page 164)

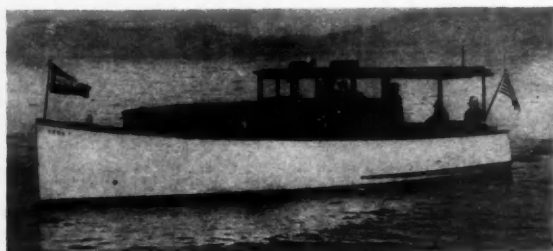
BOATS EXEMPTED FROM GAS TAX IN PENNSYLVANIA.

Pennsylvania has followed on the heels of New York State in exempting yachtsmen, and other non-users of the highways of the state, from the gasoline tax.

Governor John S. Fisher signed the Sterling Bill on May 3, providing that the gas tax of 4 cents per gallon shall only be collected in cases where the gasoline is to be used by motor vehicles.

The bill was passed by both houses of the Legislature despite considerable opposition, and although the Governor was at first opposed to the measure, he finally signed it.

Credit for the passage of the measure is due to Elisha Webb, Jr., of Philadelphia, head of the firm of ship chandlers of Elisha Wegg & Son Co., of 136 South Front Street. Mr. Webb by personal efforts at Harrisburg, and throughout the State, is largely responsible for pushing it all the way through, and boating men and boating interests of the State owe him a real vote of thanks.



One of the attractive Stephens 34's, which make 22 miles with a Scripps model 160

NEW EIGHT IN DODGE BOATS.

The recently announced Lycoming Eight-in-line Marine Motor, adopted by the Horace E. Dodge Boat Works as standard equipment in a 26-foot model, displayed remarkable stamina and

speed in a series of exhaustive tests at Palm Beach.

The Lycoming Manufacturing Company is the worlds largest maker of eight-in-line motors. Its new eight-in-line marine motor was passed through a series of exhaustive tests before it was adopted by Dodge. One of the new Dodge Models, equipped with the new motor, was put in service on Lake Worth, the exclusive inland tropical lake at Palm Beach, Florida.

Over runs totaling more than twenty-five hundred miles, under all sorts of weather conditions, the Dodge boat performed even better than expectation promised. Speeds of up to thirty-three miles an hour were attained. Yet the greatest contribution to motor boat luxury made by this new kind of motor boat power plant was in ease and comfort. An almost total absence of vibration and noise is reported with unusual maneuverability.

This new Lycoming marine motor has eight cylinders in line, with a bore of 3 1/4 inches, and a 4 1/2-inch stroke. It developed 115 horsepower at 3,000 revolutions per minute.

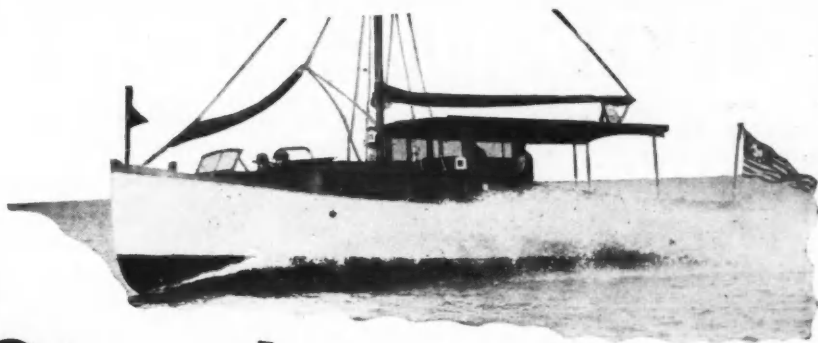
The addition of this latest eight-in-line motor in a 26-foot model marks another step forward in the Dodge program of motor boat improvement.

MAKING SAILORS OF BOYS

A novel cruising camp for boys is conducted by Commander E. L. Paugh with his schoolship Junior Annapolis. This boat is one of the 110-foot submarine chasers and has been converted to cruise purposes by the Commander and is particularly well adapted for this work. A selected group of 35 boys make a summer cruise of ten weeks beginning at New York and proceeding thence up the Hudson and through the canal to the Lakes. A trip across the lake leads to the St. Lawrence and return is begun by way of the Richelieu River, Lake Champlain and again down the Hudson. The boys live aboard the boat which makes stops at convenient points each night affording ample time for sight seeing and inspection of historic points. They are under expert supervision of trained instructors and learn much of ship's routine and boating. The cost involved is very moderate and MoToR BOATING is very glad to recommend the trip to parents and will be glad to supply further particulars to any who might be interested in giving their sons a glorious and inexpensive vacation.

(Continued on page 168)

JUNE, 1929



Something New!

Universal Auxiliary for Cruisers

The Mathews "38" Sport Cruiser is one of the new cruisers now available with a Universal Flexifour as auxiliary power. Here, at last, is real safety and smooth, slow speed for cruisers. In case of failure in your big engine, or if you run low on gasoline, the Universal Auxiliary will always get you into harbor safely—it will usually run twice as far on a gallon of gasoline as a large, high powered motor.

Trolling. Quiet, easy operation from a snail's pace up to 7 or 8 miles per hour. No stalling or dying of the motor. And, of course, extremely low operating costs.

Maneuvering. Just the thing for nosing shoals, for creeping into your berth in a crowded place, and for easing up to docks without danger of losing control through motor dying.

New York Showroom: 44 Warren Street

London Showroom: 22 George Street, Hanover Square West

FLEXI-FOUR

Universal

UNIVERSAL FLEXIFOUR AUXILIARY

LARGE CRUISER ENGINE

JAW CLUTCH PROVIDED TO ENGAGE SPROCKET

UNIVERSAL MARINE MOTORS

SINGLE, FLEXIFOUR, SUPERFOUR
SIX-75, EIGHT-110

The Universal Flexifour, 10-15 H.P. is ideally suited for auxiliary power in medium-size cruisers. It's easy to tuck away in any engine room. Only one propeller. And only one shaft. Auxiliary is permanently connected to main shaft with silent chain. Proper reduction ratio is provided by size of sprockets—thus you can use nearly any propeller size. To Start Auxiliary. Just shut off the big motor, press starter auxiliary, and throw in jaw clutch to engage chain sprocket on main shaft. For Any Size Boat. Large enough for auxiliary power, there is the right size Universal motor, light in weight, compact, and dependable.

Send for
Our
New Catalog

Mention MoToR BOATING, 57th St. at Eighth Ave., New York

ZENITH high-efficiency FILTERS

No matter what the make or size of your gasoline or Diesel engine we can supply you with the correct type of filter to remove dirt and water from your gasoline, fuel or lubricating oil.

Your Engine Deserves Clean Fuel

The patented Zenith filtering element is made up of alternately spaced brass washers and separators clamped tightly together. It has the strength and rigidity of a solid brass bar—yet the filtering spaces are 3 times finer than 60 mesh wire screen. It's smooth, peripheral surface sheds dirt and water readily. **Zenith filters are easy to install, efficient in action and easy to clean. They are sturdy and durable—no fragile parts.**

Protect your carburetor jets or injector nozzles and fuel pumps with Zenith filtration. If you frequent rough off-shore water, strong current or tides, install the Duplex type for maximum safety. You can clean it without stopping the engine.

Send for your copy of catalog and dealer's name. Let us know your filtering problem. No obligation.

ZENITH-DETROIT CORPORATION
Manufacturers of Zenith Carburetors and Filters
DETROIT MICHIGAN

Heavy Duty Filter—for heavy duty gasoline or small Diesels. Built with glass or brass bowl.



Below—Heavy Duty Duplex—two independent units—can be cleaned alternately without shutdown.



YARD AND SHOP

(Continued from page 166)

HARBORS FOR CHICAGO'S YACHTS.

The increasing numbers of yachts and small boats sailing out of Chicago on Lake Michigan waters bring with them the problem of finding suitable protected waters for anchorage and docking facilities.

Chicago is rapidly gaining recognition as an important center for power boating and an attempt is being made to bring the 1929 outboard sweepstakes to this city. It is pointed out that with the construction of a breakwater to protect the gap in the existing breakwater which forms the basin between the Shedd Aquarium and Randolph Street, a perfect race course, equal to any in America, would be available.

The chief obstacle, however, to the rapid development of the city's boating, is the docking problem and artificial harbors are being urged for construction along the exposed shore line.

A SQUADRON CRUISE FLORIDA TO NEW YORK.

The longest squadron cruise ever undertaken by a group of amateur yachtsmen will take place some time in June when a squadron of Fairform Flyers, manned by their owners and friends and wives, will push off from Jacksonville bound for the place that made call money famous.

Among the party will be Earl M. Wilson and his wife aboard their Starjak, bound for their home port of Rye, N. Y.; E. Allen Wood of the Indian Harbor Yacht Club, at the wheel of New Moon, bound for Greenwich; David M. Goodrich of the New York Yacht Club, aboard Minim; Charles Trunz of the Sheepshead Bay Yacht Club, driving his Tescildot; Henry S. Baldwin of the Boston Yacht Club, on Mohican, and Huck, aboard Kex IV, at the head of the line.

The fleet will leave Jacksonville after fitting ceremonies at the Florida Yacht Club. As the craft will be newly launched and still stiff and as the run is solely a pleasure cruise, no attempt at speed will be made. The first day's run will be inside, to the Sea Island Yacht Club, near Brunswick, where a dinner party has already been planned at the Cloisters Inn on St. Simons Island.

Thence the trip will be by the inland route to Savannah and

Charleston, outside to Southport, S. C., and Morehead City, N. C. The fleet will try to dodge the fish nets that litter Albemarle and Roanoke Sound on the way to Norfolk.

On the way up the Chesapeake, a visit will be made to the U. S. Naval Academy at Annapolis and respects paid to the Dean of all yachts, the America. After running through the Chesapeake and Delaware Canal and stopping for the night at the Philadelphia-Corinthian Yacht Club, New York will be reached on the tenth or eleventh day out.

Upon reaching the Columbia Yacht Club, Commodore Chapman and a group of yachting enthusiasts are planning a welcoming party. The purpose of the trip is to encourage longer cruises in squadron of able motor boats. Prior to the war and the advent of the motor boat, yacht club cruises in sailing craft were annual events which brought out large fleets and provided no end of enjoyment. With the advent of the motor-driven yacht, the custom has lapsed. It may well be revived. It is hoped by the sponsors that this cruise will prove so pleasing that a great cruise may be planned in the Fall, for south-bound yachts; another, northbound in the Spring, and that such events may become semi-annual institutions.

SERVICE FOR ALBANY-NEW YORK CONTESTANTS.

Just before the recent Albany-New York Race for outboards, the New York distributor for Gar Wood, Inc., delivered to L. A. Tarr of Riverside Drive, New York, one of the Gar Wood Black Beauty limousine runabouts. Powered with a Scripps motor, the boat is capable of forty miles an hour.

The regular use to which the boat is to be put is commuting service between Mr. Tarr's summer home at Tallman's, Rockland County, and his business in New York. During the Albany race, the runabout made a run to Albany with eight passengers aboard, some of whom wanted to learn the course up the river.

Previous to the race, the boat was busily engaged in picking up outboard boats that had lost their motors and towing disabled and overturned craft. During the race it performed similar services along the entire course. Mr. Tarr reports that the Scripps motor ran faultlessly at all times.

WHEELER "PLAYMATES"

the choice of the sportsman!



26-foot Junior Playmate



36-foot Playmate Cruiser

FOR almost twenty years we have been building Sport Cruisers for discriminating, exacting Americans. As a result, WHEELER "PLAYMATES" are known everywhere for their snug, trim appearance, for their seaworthiness and speed, and for their unparalleled performance under any and every condition. They are particularly adapted to extensive cruising, speedy commuting and deep-sea fishing, and are constructed with special regard for comfort and safety.

Every WHEELER "PLAYMATE" represents the highest quality of material and craftsmanship, and is guaranteed in every detail. You are cordially invited to visit our plant and see for yourself how these wonderful cruisers are built. Demonstration by appointment.

WRITE FOR CATALOG "A"

STANDARD MODELS

21-foot BABY PLAYMATE		32-foot SUPER PLAYMATE	
14 miles	- - - \$2250.00	16-18 miles	- - - \$5650.00
		24-26 miles	- - - 6850.00
		Double Cabin (additional)	600.00
26-foot JUNIOR PLAYMATE		36-foot PLAYMATE CRUISER	
14 miles	- - - \$2975.00	14-16 miles	- - - \$6650.00
22-25 miles	- - - 3500.00	18-21 miles	- - - 7650.00
		Double Cabin (additional)	900.00
28-foot PLAYMATE		46-foot PLAYMATE SENIOR	
14-16 miles	- - - \$3975.00	Single and Double Cabins—	
20-22 miles	- - - 4250.00	Prices on Application	



32-foot Super Playmate



Special 32- foot Super Playmate

26-foot Junior Playmate

WHEELER SHIPYARD

Coney Island Creek
& Harway Avenue
BROOKLYN, N. Y.



Telephones:
BENSONHURST
5091 and 8550

Mention MOTOR BOATING, 57th St. at Eighth Ave., New York

Meteor

27 ft. All Mahogany Runabout
30 miles per hour - 8 cyl. - 115 H.P.

Carries ten persons comfortably

ALL SALT WATER
CONSTRUCTION

Price f.o.b. Piqua

\$1850

Undeniably Greatest Value in the History of the Marine Industry

Direct sales eliminate 25 to 40% commission
allowed agents or dealers

The Meteor compares most favorably with
boats selling at \$3,000

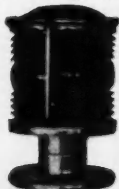
Sensational Interest Aroused at
Boat Shows in East and West



Write Direct **THE METEOR MOTOR CAR CO., Piqua, Ohio, U. S. A.**

SEARCH LIGHTS

Every improvement has been incorporated in these lights, and they are strong and rugged and project a powerful beam of light to great distances. Send for Catalog I of Incandescent Searchlights; Catalog A of Arc Searchlights.



Red and Green
Running Lights



19" Incandescent Searchlight

THE CARLISLE & FINCH CO.
261 East Clifton Avenue Cincinnati, Ohio

STURGES ANCHOR HOIST

Makes Anchor Raising Easy.

THIS simple practical device makes anchor raising the easiest job on your boat. The Sturges Anchor Hoist provides every requirement for lowering and raising the anchor with minimum manual effort. When not in use, the davit and the hoist can be unshipped, leaving only the base on deck. The Sturges Anchor Hoist is made for any type of anchor up to 100 lbs. Sturdily built, heavily galvanized. Furnished entirely in brass at slight extra cost. The davit can be designed especially to fit your boat without extra cost.

Made in three different sizes.

You will be surprised at the many features of the Sturges Anchor Hoist. Let us explain them to you. Write today for details and prices.



Davit unships here.

Carrying handle.

Winch unships here.

Patent Applied For

Combination base, including hilt, adds to appearance of boat.

Hoist is easily applied in open type block.

Model No. 2 with 3 speed transmission, for anchors 60 to 100 lbs. The low speed gives powerful leverage for breaking the anchor loose from a mud bottom. Second speed (on which the handle is shown) is normally used for hoisting the anchor. The high speed or direct drive on main shaft is for quickly reeling in the slack of the rope. This model also has powerful brake for lowering anchor into water.

Easily installed by anyone without disfiguring or marring your cruiser in any way

STURGES ANCHOR HOIST
5 Kensington Road, Bronxville, N.Y.

A PARAGON NAMEPLATE MEANS ~

*"This Reverse Gear is
Big Enough for Its Job!"*

To Hold The Torrent
of Power from These
Newly Developed
Marine Motors—to
Save Yourself the
Nuisance of Repairs
—Get the New
Paragon 90 Line
Reverse Gear—With
High Speed Reverse.
It's Big Enough
to Do Its Job.



JUST as a weak man can't
last as long in a fight as
a strong one—just as a two-
ply tire can't give as much
mileage as an eight ply—so
a weak reverse gear can't
last as long or run as well
as a reverse gear built tough
enough to do its job.

The Paragon 90 Line
Reverse Gears are built big
enough to pass the highest
power of modern motors
with an ample factor of
service—that's why you need

them. If you want high power in a motor (and who
doesn't?) then you are obligated to make sure the motor
has a reverse gear tough enough to pass it.

The right size gear built to stand the beating is easy
to determine—look for the name-plate PARAGON—
then turn on the power.

We'll give you information if you want it on the
Enclosed and Unit Type Paragons.

PARAGON GEAR WORKS

405 Cushman Street, Taunton, Mass.

PARAGON REVERSE GEARS

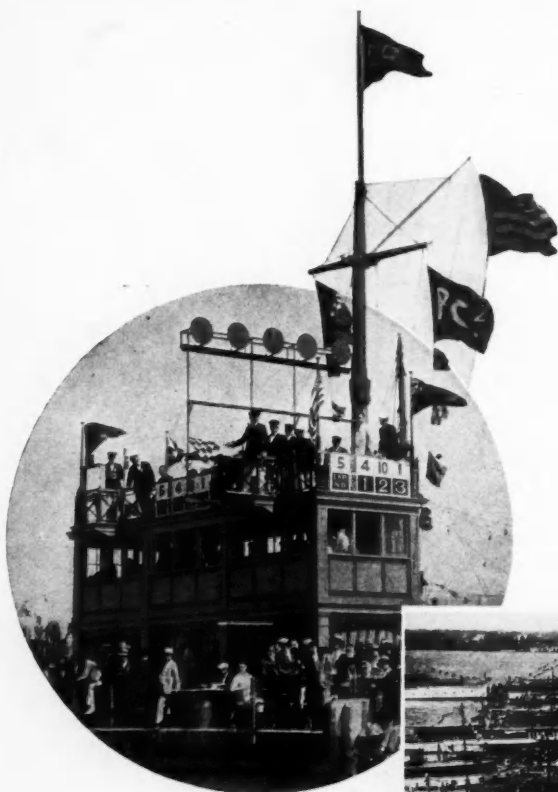
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Mention MoToR BOATING, 57th St. at Eighth Ave., New York

The Harmsworth at Detroit

Aug. 31st — Sept. 1st and 2nd

*Reach a fertile field with your
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larly opportune time.*



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Advertising Rates on Application.

W. D. EDENBURN, Editor

The Main Sheet

General Motors Bldg.

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Outboard MOTOR BOATING

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*The Magazine
for Outboard Yachtsmen*



AMERICA'S SUPER-OUTBOARD *Now ready for delivery!*

Now an outboard motor boat built with cruiser strength! . . . created by one of America's foremost designers and perfected after months of experiment in the great Springfield plant of The J. G. Brill Company — 18 feet of beautiful, sweet-flowing lines worthy of the finest cruiser . . . 18 feet of sea-worthiness and easy handling that marks the beginning of a new epoch in outboards. Finest materials throughout for strength and beauty; for'd cockpit for one person and two after cockpits for three persons each.

Deep upholstered cushions. Plate glass windshield. Automobile control. Self-bailer. Ample speed . . . luxurious comfort . . . absolute safety for seven happy people. At \$650 F. O. B. Factory the Wason "18" is the biggest outboard value in America. Complete literature upon request. DEALERS: write for full details of new selling plan. Address S. C. Kyle, a. c. f.

Salon, 215 West 57th Street, New York;
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Sales Headquarters: a. c. f. Salon, 215 W. 57th Street, New York City

S. C. KYLE, Director of Sales

JUNE 1929

Outboard MOTOR BOATING

Edited by
CHARLES F. CHAPMAN

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The Magazine for Outboard Yachtsmen

FIFTY-SEVENTH ST. AT EIGHTH AVE., NEW YORK, N. Y.



Courtesy of Johnson Motor Co.

A paper screen through which the boat is driven while in the air furnishes added thrills

LEAPING PUTT-PUTTS

*The Newest Development of the Frolicking-Outboard. Instructions
and Data for Prospective Skidway Jumpers*

By DICK COLE

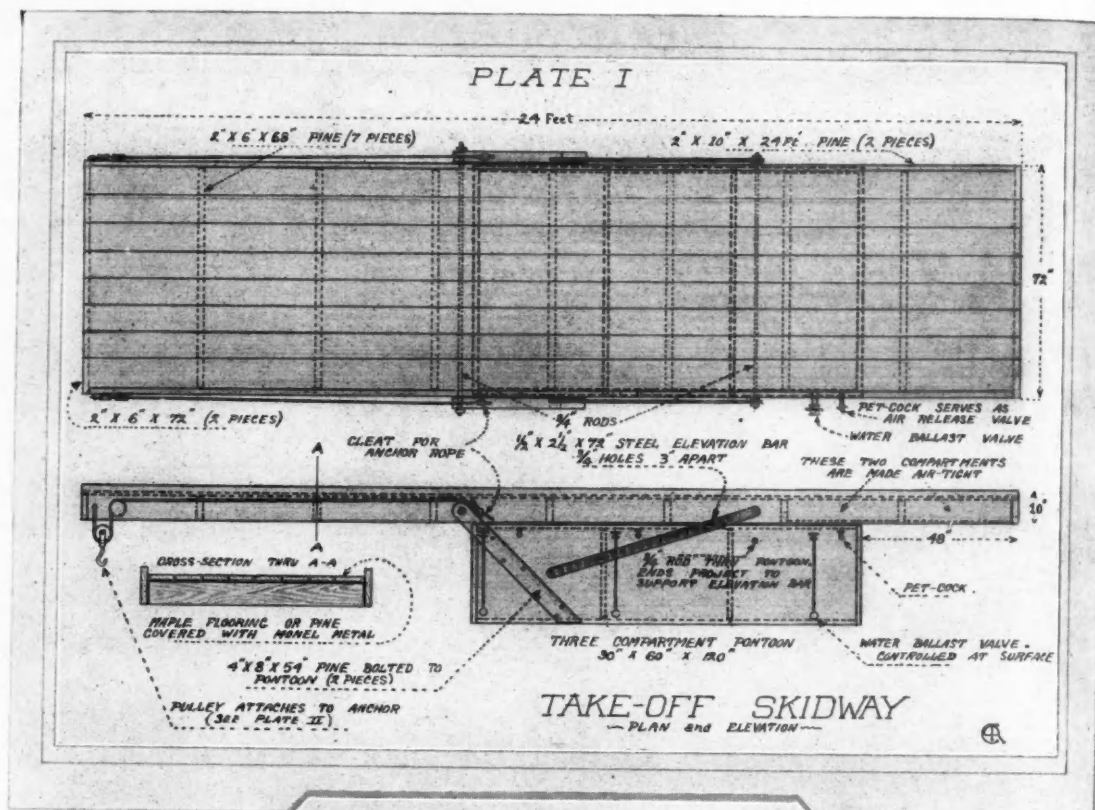
ONE time we heard much of Leaping Lenas. But now the leaping putt-putts hold the center of the stage. Dancing, dashing, frolicking outboards! Graceful little boats of today express their exuberance over more power by doing the cakewalk, the tango, and a hop, skip and a jump over the waves.

Not so long ago an outboard motor was merely an attachment which converted the family rowboat into a motor boat. Outboard motors were made to fit a boat. Today, boats are built to fit the outboard motors. Boat builders all over the country are concentrating on outboard crafts, and unique creations have been evolved. Precedents established by inboard installation have been thrown to the winds. Boats, seemingly of freak design, have been built especially to meet the exacting requirements of the outboard motor.

Little boats now venture forth on the roughest water, nimbly springing from wave-crest to wave-crest. Literally they only touch the water at the high spots. Of all the thrills afforded by various means of locomotion, none equals in zest and pep and in utter exuberance the thrills experienced by high-speed water motoring.

On inland lakes and on sheltered water, the boats skim along like a flat stone skipped over a mill-pond. Even such water motoring is an invigorating pastime, but add to it the sensations experienced by leaping clear out of the water like a flying fish, and it is indescribably thrilling. On sheltered water, natural conditions seldom make this possible, so artificial means must be employed. The leaping skidway is the means.

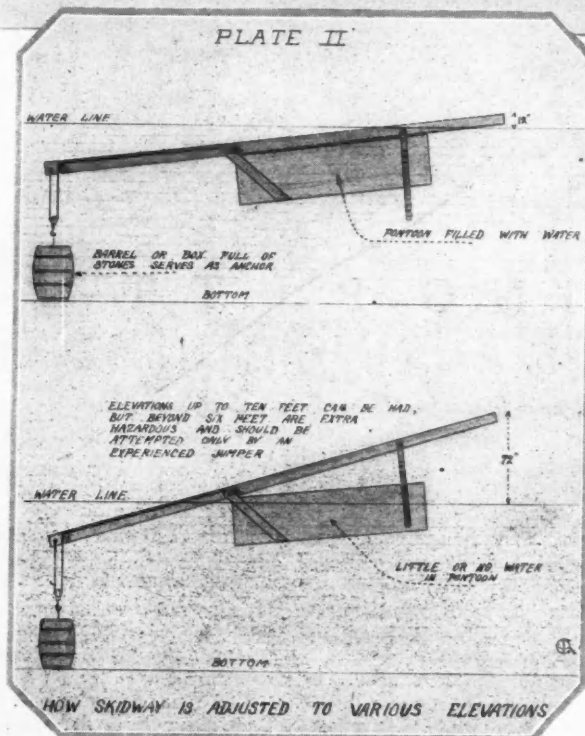
Of course, a take-off platform or skidway is neces-



Detail drawing of the platform from which the jump is made

sary. This is an inclined plane with one end submerged and the other end above the surface of the water. The surface of the skidway is made as frictionless as possible with grease. Rollers can also be used. The boat is run up this skidway at high speed, plunges off the high end, and returns to the water again. But how! If the jump has been made correctly the boat will alight on the water as softly as a gull; if not, then it may come down like a duck with a broken wing. However, if one will learn the jumping capability of his boat by easy stages, he can reach the maximum point without mishap, and thereafter he can repeat the performance at any time without fear of receiving an untimely bath.

From all over the country have come urgent inquiries as to how to leap a putt-putt. This article has

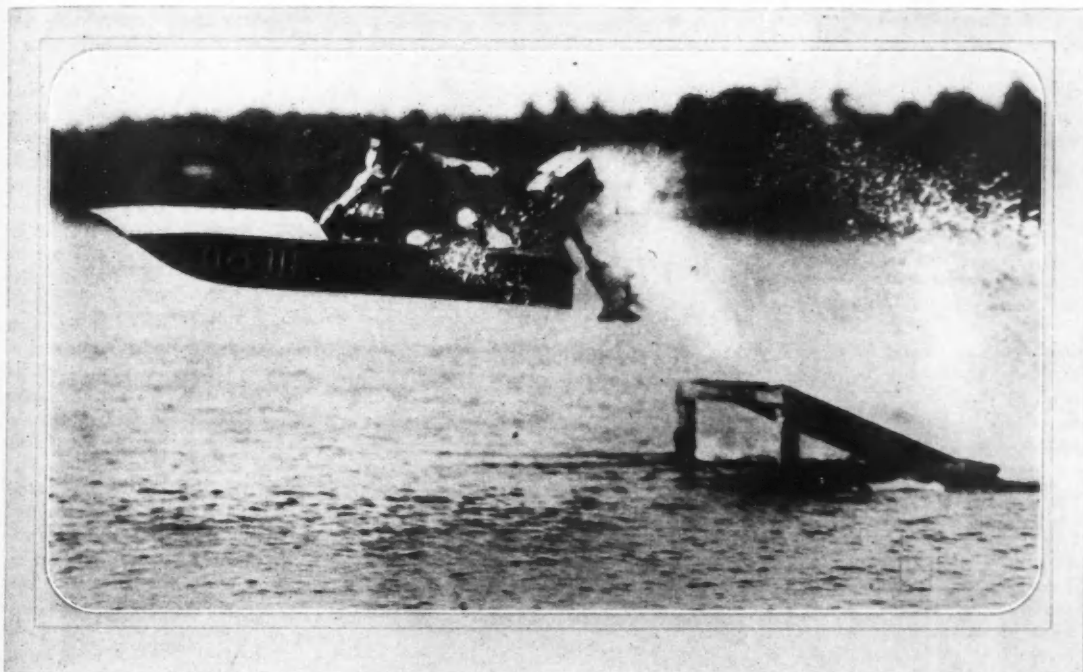


Adjustable platform supports so that the angle of runway can be changed

been compiled from data obtained from hundreds of experimental jumps and should prove a valuable guide to prospective jumpers.

The first requisite for jumping is a skidway. Of course, any inclined plane rising out of the water will serve, in a haphazard manner, as a take-off platform. However, boats of various design and speed require a different angle of inclination to display best their leaping prowess. In fact, an incline that might be ideal for one type of boat traveling at 30 miles an hour, would throw another type boat traveling at 35 miles into a tail-spin. So it is best

when planning a take-off skidway, to design one that is adjustable to various heights and inclines. One must consider, too, that the level of the water in many lakes and rivers changes during the season, so a skidway anchored permanently to the bottom may be unsuitable



A Cute Craft shortly after leaving a runway and well in the air

Courtesy of Cute Craft Co.

at certain times. Such a skidway can be made by driving two by fours into the bottom and building a frame-work with an inclined platform upon them. But great care must be taken that there are no rigid obstructions that a boat might hit-head-on when rushing the skidway preparatory to jumping. An amateur may become excited, and a little misjudgement when traveling at thirty five miles an hour might result in a crash that would be disastrous to the boat and possibly fatal to the occupant. It is fool-hardy to take needless chances.

Competitive jumping contests are bound to figure prominently in the outboard motor field in the future. So it is well that outboarders begin practicing. With this object in view, it is suggested that the outboard fans in a district join together and build a community skidway.

There are many ways of building a skidway, but the one described in this article will be found very satisfactory. It is simple and can be built very cheaply. Not only does it afford every jumping facility, but embodies the safety element as well. If a jumper becomes excited, he may miss the skidway altogether. Or, at the worst, he will only slide off the side and possibly get an unwelcome bath.

The illustrations give the constructional details of the skidway. The amateur builder will better understand the construction and operation if he will compare PLATE II with PLATE I.

The skidway consists of two elements: the skidway proper and a large pontoon. The skidway—or runway—is 24 feet long by 6 feet wide. The side rails are 2 by 10 inch pine 24 feet long. Single timbers that long are difficult to obtain, so two pieces must be joined together. The cross stretchers are 2 by 6 inch pine. The two stretchers at the ends overlap the side rails so are 72 inches long. The seven other stretchers are 68 inches long. All are nailed flush with the bottom of the side rails so that after the 1 inch flooring

is laid lengthwise of the skidway, the side rails rise 2 inches above the flooring forming a safety ledge. Once a boat has fairly started up the skidway it can not slip off the side.

Maple 1 inch thick is the best wood flooring. But if the surface is covered with sheet metal—preferable Monel metal—it is better still. In that case cheap, pine flooring can be used. If wood only is used it should be thoroughly oiled before being exposed to the water. Hot linseed oil is recommended for the preliminary oiling.

Next, a pontoon is built. This is 30 by 60 by 120 inches, outside dimensions. Details of the construction are not necessary. It is simply a water-tight box with three compartments. The compartments are not absolutely essential, but they prevent the water ballast from shifting suddenly, and the skidway is held more fixedly in position.

The elevation of the skidway is controlled by tilting the runway platform and by more or less water ballast in the pontoon. Each compartment of the pontoon is fitted with a water valve—or sea cock. Any kind of a large valve will do. These can be screwed directly into the wood of the side at the lowest point. An extension handle permits the control of these cocks at the surface.

Air valves connect with the upper part of each compartment. Pet-cocks or old tire valve stems, screwed in the side near the top edge, will answer the purpose. These must be opened to allow the escape of air when the sea-cocks are open. To expel water, an air pump is attached to the pet-cocks. High pressure is not needed, so a large capacity pump can be used. Even an air bellows can be employed.

When the pontoon is completed, the runway is mounted upon it and hinged to the rear edge. A $\frac{3}{4}$ inch rod running completely through the frame of the runway serves as a pivot for the hinges. Reference to the drawings will make this construction obvious.

The runway can be tilted and held at any elevation by two bars of steel $\frac{1}{2}$ by $2\frac{1}{2}$ by 72 inches. Numerous holes in these bars permit a wide range of positions. Rods $\frac{3}{4}$ inch dia. through the runway frame are used here also.

It readily can be seen, that by varying the water ballast in the pontoon and by altering the tilt of the runway, a wide range of elevations and angles of incline can be had. It is necessary that the rear end of the skidway be drawn beneath the surface. To do this, a block and tackle arrangement is attached to improvised anchors. See PLATE II. Two barrels or boxes filled with rocks will serve this purpose. The rope is led to a cleat at a convenient point on the side of the skidway.

Before using the skid-

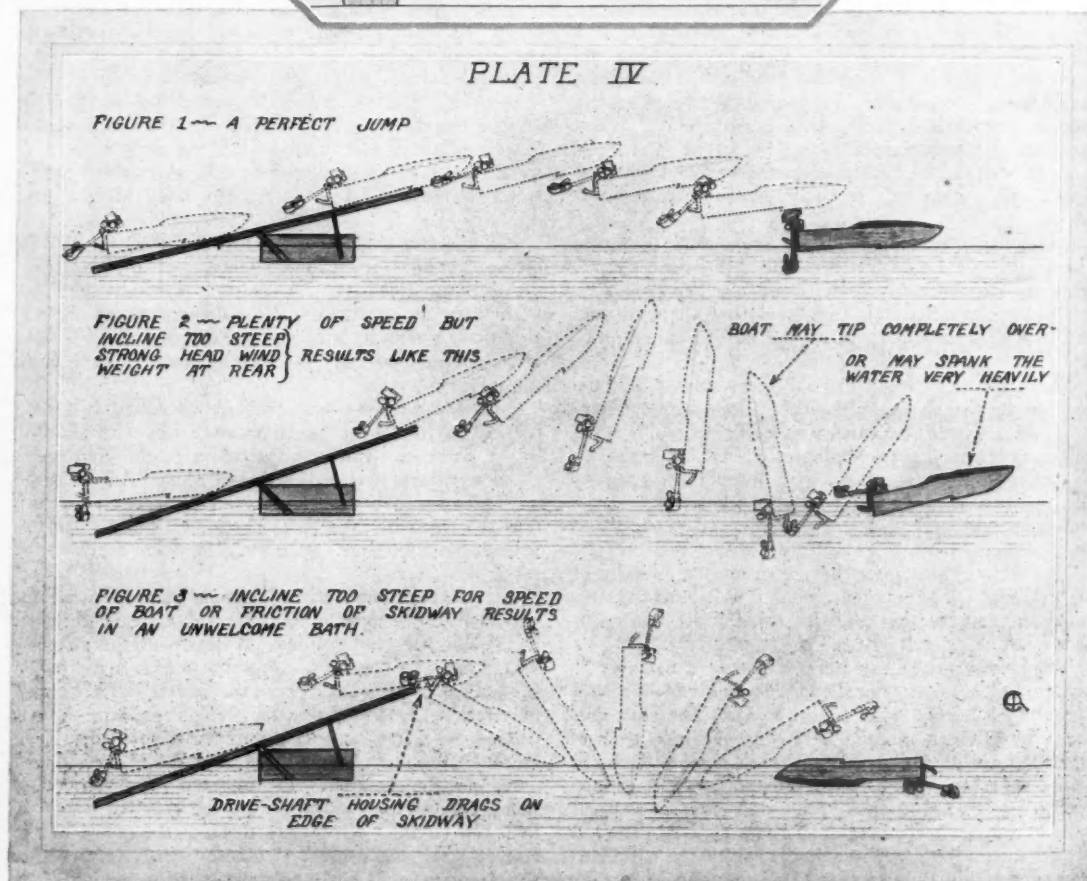
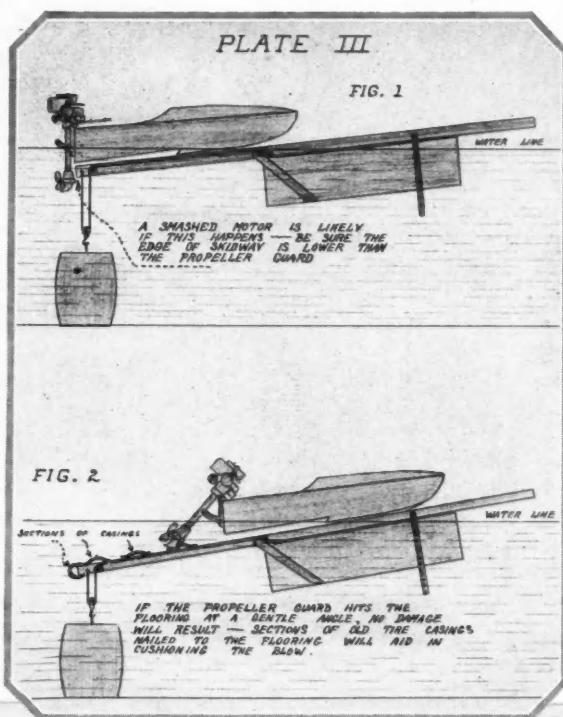
way, the surface of the runway must be made as frictionless as possible. Whether wood or metal surface, it must be greased. The use of grease, which is really heavy mineral oil, may be objectionable in some localities. In tidal waters, or in rivers already polluted with oil and waste material, the grease lost from the skidway will add but little to the general pollution. But on small, inland lakes only a little oil will make a wide, iridescent scum on the surface of the water. This will probably raise the ire of the permanent summer cottagers.

The writer has found, however, that a lubricant compounded as follows serves its primary purpose very well, and will form little scum, if applied with reasonable care. To a quantity of

(Continued on page 200)

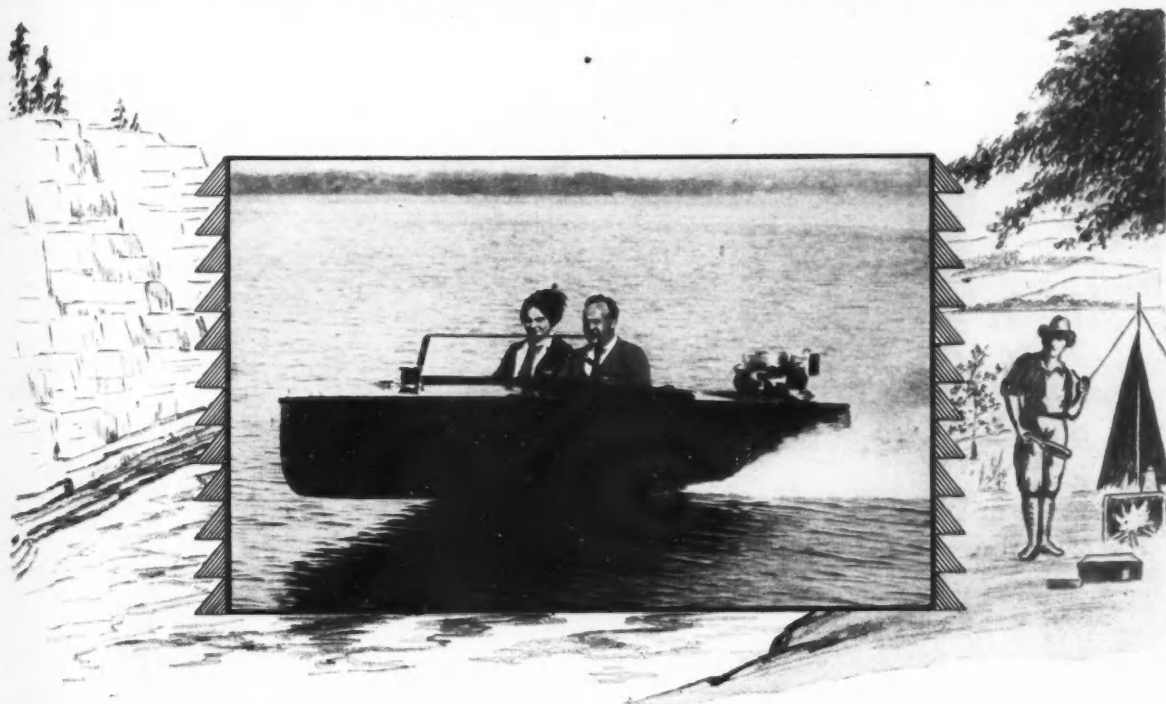
What may happen if the speed or angle of runway is not correctly adjusted

Diagrams to show a danger to be avoided



JUNE, 1929

Your Best Vacation Pal —the LACONIA SPORTSTER



The All-Purpose Runabout Touring—Fishing—Racing—Commuting

YOU will take great delight in having a Laconia Runabout at your command. An all purpose high grade water roadster that will serve your every whim.

In design, craftsmanship and quality of materials, the sixteen foot, double cockpit Laconia SportSter illustrated above, is comparable only with the finest of inboard powered runabouts. It has every essential for comfort and safety. It is designed to

\$369.00

COMPLETE
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give maximum efficiency with any make of outboard motor.

The SportSter comes fully equipped with windshield, steering wheel, upholstery, electric running lights, fenders, deck hardware, fire extinguisher, whistle

and pilot rules.

There are no extras to buy. The Laconia SportSter is ready for use the minute it is removed from the shipping crate.

Laconia Special, a sixteen foot companion runabout of the SportSter, is the ideal hull for the largest and most powerful 1929 motors. Price \$490.00.

Attractive Deferred Payment Plan

Desirable Territories Available for Aggressive Dealers

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Mention OUTBOARD MOTOR BOATING, 57th St., at Eighth Ave., New York



"Tuned

*"Silenced Exhaust
Without ANY
Loss of Power"*

Two Other Great Motors Built by Lockwood

The "Ace"—a 50 lb. Outboard, developing about 7 H. P., and holder of every 1928 Official American Speed Record for motors of its class.

The "Racing Chief"—a Motor that is all that the name implies, equipped with twin carburetors and fresh oil lubrication.

Convenient Purchase Terms
are now offered by most Lockwood Dealers to those who wish to pay for a Lockwood Motor out of income instead of capital.



JUNE, 1929

to the Times"

This LOCKWOOD "Silent Chief"

There is a world of pep and power in the new Lockwood "Silent Chief." It is keyed to the "go-get-'em" pace of today. There's nothing slow nor sluggish about it. 10 out of 12 Official American Class B Records for 1928 prove that.

In appearance it is modern. The lines are new. It is rich with distinction, yet it is intensely practical in every part.

New Refining Features

There is the tapering exhaust to carry off obnoxious gas fumes and discharge them under water.

There is the new muffler construction and "water-sealed exhaust" to end loud exhaust noises.

A Transparent Bakelite gasoline gauge is placed in visible, but well-protected position.

The Automatic Lubrication System is now extended to include the crank pin bearings, as well as the main bearings.

These new features set the Lockwood "Silent Chief" apart from the crowd. They stamp it a most refined member of the whole Outboard Motor family. They win for it a preferred place in the best circles.

Check These Facts

If it's power you want, if it's speed you want, if it's finger-tip control, if it's easy-starting, if it's driving convenience and family safety, if it's fume-free air, if it's silenced exhaust—you will find them all in this ONE Outboard Motor, the—

LOCKWOOD

"SILENT CHIEF"

A copy of the new Lockwood Catalog of Outboard Motors is waiting for you. Your name and address penciled on the coupon, or a request by letter or postcard will bring it to you promptly. Send today.

LOCKWOOD DIVISION

OUTBOARD MOTORS CORPORATION

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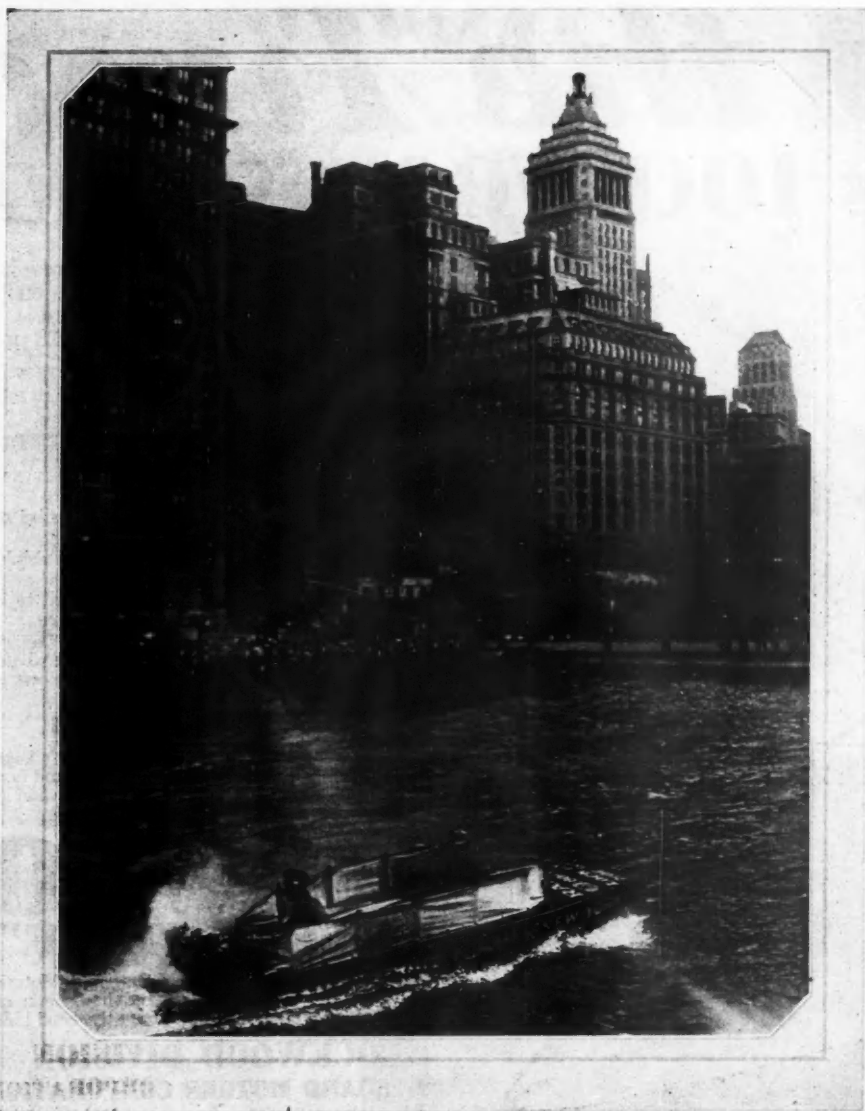
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The Lockwood Pilot

Only Lockwood Motors are equipped with the Lockwood Pilot—"The Unseen Hand that takes hold of the Motor when you let go."



Mention OUTBOARD MOTOR BOATING, 57th St. at Eighth Ave., New York



The end of the journey for the Ramseyboat as it approached the landing in Battery Park with its crowd of welcomers

N. Y. Sun

1600 MILES BY OUTBOARD

*Two Men Drive a 15-Foot Boat from Miami to New York
Using a Pair of Lockwood Racing Chief Engines*

A REMARKABLE test of the stamina and ability of an outboard engine was recently concluded on the arrival in New York harbor of H. S. Harris and J. D. Ramsey in the little 15 foot Ramseyboat. The trip was inspired in the early spring and plans were made to carry it through with the result that the boat got underway from Miami early on the morning of April 2. The hull itself was a 15 foot 4 inch displacement hull with a pram bow and a beam of five feet. It was heavily built and had been in previous service as a general utility and fishing boat in the south. The power plant and equipment was se-

lected with a view to the utmost reliability and speed and two Lockwood racing chiefs were installed for the long grind. The boat was fitted with a WC steering wheel and automatic bailers and it is reliably reported that the Splitdorf spark plugs in the engines carried the boat through the entire 1,600 miles of the journey without difficulties.

The boat was built by A. H. Ramsey and Sons of Miami from designs by H. S. Harris and was inscribed with the question, Miami to New York and ?, Test and Endurance Run. It was conceded that the trip was to be more of an endurance test than a trial of

speed and since the weather played a most important part in the success or failure of such an event, delays for this reason were anticipated.

After getting safely away from Miami the inside route was followed through Biscayne Bay and the East Coast Canal. Difficulties were encountered early in the trip due to floating driftwood and some logs were struck at Delray near Palm Beach. This resulted in broken shear pins and a broken propeller shaft which made it necessary to limp into Palm Beach to effect repairs. After these had been completed the trip was continued and the first night out was spent in the boat while it was securely anchored in Hobe Sound. Difficulty was experienced in interconnecting the two engines so that they would pivot and steer together as a single unit. This required occasional readjusting and experimenting until it was finally adjusted satisfactorily. An early start the following morning was hastened somewhat by numerous mosquitoes, and a quick run was made over quiet waters until within a few miles of Titusville, Florida. Here a strong wind was encountered and it was necessary to favor the boat somewhat in order to keep the spray from stopping the engines. A stop of several hours was made at Titusville and during this a canvas spray shield was improvised in order to keep water from the engines under

the nasty weather conditions which had been encountered thus far. The boat was kept running and Allenhurst was reached after dark. The problem of a meal had then to be solved. Some fish were secured from a local fisherman and in the absence of cooking equipment some improvised arrangements had to be made which worked very satisfactorily.

An early start the next morning enabled the travelers to reach New Smyrna by nine o'clock and in this part of the run no difficulties were experienced other than a few stray sand bars, and a bent propeller on one of the engines as a result. Thus far the Lockwood engines, despite the fact that they were designed for racing purposes, had traveled continuously for three days without signs of faltering and continued to function perfectly. Fernandina was reached by evening and accommodations for the night were located.

Being believers in early starts the travelers got away from Fernandina again in good time and headed out into the Atlantic and into St. Andrews Sound. The high seas made it advisable to run the engines a little more slowly and as a result the mufflers were clogged with carbon and the engines restricted somewhat in their action. At the first opportunity the exhaust outlets were enlarged by running a quarter inch drill through the holes after

(Continued on page 202)



H. S. Harris and J. D. Ramsey as they appeared at the finish of their 1600 mile outboard journey



The Ramseyboat with its two Lockwood Racing Chief engines and the temporary canvas spray cloth to keep them dry

Spectacular

Aurora Borealis or Northern Lights . . . A rare phenomenon of remarkable beauty.

Its streamers and arches are in constant motion, shooting suddenly upward, then disappearing with equal celerity.

Contrary to the general impression, the frequency of auroral displays does not increase from equator to pole, but reaches a maximum at about 60° latitude. So that the Northern Lights are not seen so frequently in Greenland and Iceland as in regions south of those countries.

The name Aurora Borealis is due to Gassendi, who observed a brilliant display in France in 1621.



The SEDAN 16' 6" 1/2" Price \$1050.00



The SPORT 14' 6" 1/2" Price \$300.00

AIRSHIPS
The Aristocrat of
Outboard Hulls

V. WITHSTANDLEY & CO., Inc. SOLE DISTRIBUTORS

JUNE, 1929

Performance

The beauty of AIRSHIPS hulls is the topic of comment where boats gather. Sleek, smart, with that racy look, an AIRSHIPS is the recognized "Aristocrat of outboard hulls."

Designed and built to embody the exacting standards of the finest aircraft, all models have full automobile steering and power control. Sizes range from 12 to 16 feet long, with accommodations for one to seven persons. Open and enclosed types.

Although the purchasing season is heavily upon us, we can assure you of reasonably early delivery if you act now.

Write for Literature



THE SPEED RUNABOUT, Price \$395.00

AIRSHIPS
The Aristocrat of
Outboard Hulls



THE AQUA AERO, Price \$295.00

11 CENTRAL PARK WEST, NEW YORK CITY
(At Columbus Circle)

Mention OUTBOARD MOTOR BOATING, 57th St. at Eighth Ave., New York

MAKING THE OUTBOARD PAY DIVIDENDS

The Growth of Boating in the Northwest Can Be Traced Back for

Many Years to the Efforts of Progressive Pioneers

By S. V. B. MILLER

IN the year 1908, while in the employ of the Gray Motor Co., of Detroit, handling orders and doing sales correspondence work also, I became convinced that the Northwest and Seattle in particular was an ideal location for one who expected to follow boats and engines for a livelihood.

I persuaded the Gray Company to send me here to straighten out certain business matters for them which required personal contact with the customers. The agreement was that if I found the Puget Sound country as much to my liking as I expected to find it, they would not even have to pay my return fare, and I would begin business with consigned stock and sell their lines.

Within a month after coming here, I took a passenger boat for Alaska, and that settled it. I have been in that boat and engine business in Seattle ever since and that is 21 years.

In 1911 I attempted to get the boat and engine men together and put on an annual motor boat show. They could not be persuaded. Said it would not pay. I then proceeded to put on a show of my own. I rented

a very large vacant store building in Seattle, secured the fastest boats obtainable, exhibited them with several types of boats I was selling. With Gray, Scripps, and Imperial engines, as well as a large line of accessories, propellers, anchors, etc., I put on a very creditable show for one week, charging ten cents admission and having a Red Cross representative at the door to take the money and keep all of it for his organization.

That show brought me business for many years. Afterwards, I was unable to find suitable locations that I could swing, and still could not get the dealers together.

I sold Evinrude engines for several years when the outboard was young, then dropped that and tried two other makes. For two years, 1919 and 1920, I refused to handle any outboard. I did not consider them begetters of good will. When Elto was announced, I asked that one be sent to me. It was expressed with the instructions that I take it out and put it up against every test. After doing that I jumped at the line and have been handling it every since. I received and sold the first Elto in the fall of 1921. I sold 65 Elto motors in 1922, 93 in 1923, 192 in 1924, 260 in 1925,

360 in 1926, and so on in increasing numbers.

My personal hobbies are boating, both with outboards and cruisers, also hunting and fishing, with accent on that branch of hunting which has to do with the scatter gun aimed at ducks, or rather ahead of the ducks.

As to the methods of stimulating business, I have found that all publicity pays returns of course, and have used everything from classified ads to bill boards and radio, with good results, but the greatest of all is merely the brand of quick, intelligent and perfect service which I have always tried to give my customers. In my early training by a business executive in the East, I learned a lesson from him that has, I believe, accounted for what little success I have had in business. He said, "always keep the machines that are already in the hands of the customers, operating satisfactorily and let the shipments of new machines take care of themselves."

I long ago figured out that I have no other excuse for being in business, except that of giving the most prompt and efficient service

to my customers. I have refused to let my business grow larger than that point where I have intimate contact with my customers' service needs. I believe I could have possibly made more money for a while, by other methods, but not in the long run.

Any customer can send to the Elto factory and buy an Elto for just what I sell it to him for, by the time he pays his freight. Therefore, I am doing him not one bit of good merely by the act of selling him a motor.

When I show him the advantages of the Elto however, and he buys one and gets Elto Service from it—then when either through accident or neglect or wear, he needs mechanical service, I am able to see that he gets it right now and it is done right at a most reasonable total cost to him, then I have a most legitimate excuse for being in business.

When I have taken his order for the motor, and see that he is personally instructed in its operation, so that he goes right out and operates it 100% from the start, I have justified my existence partly.

When I secure live dealers in outside towns, instruct them in the advantages of

(Continued on page 208)



S. V. B. Miller, pioneer boat and engine dealer of Seattle, who has made many friends by his business dealings

JUNE, 1929

THIS IS THE AGE OF ALUMINUM

GET OUT ON THE WATER

When you buy an outboard motor, ask your dealer about the pistons, forgings and heat-treated castings. If these vital parts are made of LYNITE, you can be sure that your motor is one of the best.



LYNITE
ALUMINUM ALLOY
PISTONS AND RODS

A million miles of open road are waiting for you. Nature's own road. Broad and smooth and sparkling, or with an exhilarating chop and roll that gives you a thrill a minute. The water—where the traffic signals all are "green" and the fresh, clean air of all outdoors surrounds you. Get out on the water, and as you breeze along, think of this: If it were not for the great strength and light weight of aluminum and its alloys, outboard motors could never have reached their present perfection. There is nothing else which could possibly produce such an ideal combination of lightness, ruggedness, convenience, power, and portability. LYNITE 195 heat-treated aluminum casting alloys especially are a vital factor in producing good motors, for they are exceedingly tough and strong and have an exceptionally high resistance to shock and salt water corrosion.

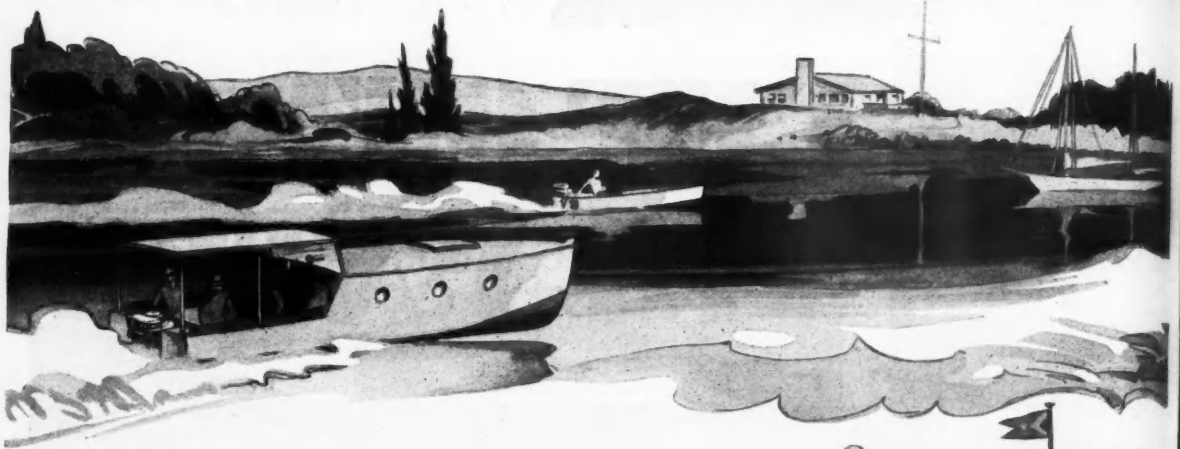
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THE GREATEST SUM OF



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LOCKWOOD DIVISION
JACKSON, MICH.
(See pages 183, 184, and 185)
ELTO DIVISION
MILWAUKEE, WIS.
(See pages 69 and 191)
EVINRUDE DIVISION
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(See pages 107 and 213)

OUTBOARD MOTORS

OF OUTBOARD MOTOR EXPERIENCE!



NEVER before such a pooling of specialized engineering and experience in the building of outboard motors!

From this Outboard Motors Corporation engineering group came the very first outboard motor that substituted power for oars the world over —

— came also the first light "twin" that revolutionized the industry and innumerable refinements, features and developments which have made possible the splendid outboard power units of today!

No other group of engineers can equal this sum of years of specialized outboard motor experience . . . or has equal experience in producing outboard power to best meet the specific needs of every use, and user!

In these three lines — Evinrude — Elto — Lockwood — you will find a motor engineered to your special needs — your own particular outboard motor!



S CORPORATION Ole Evinrude President

Mention OUTBOARD MOTOR BOATING, 57th St., at Eighth Ave., New York

ON THE OUTBOARD WITNESS STAND

Answers to Frequent Questions on Topics in the New Outboard Racing Rules

QUESTION: *What is meant by the class of an outboard motor?*

Answer: By the class of a motor is meant its size or strictly speaking the total piston displacement of the cylinders of the motor.

For the purpose of racing, motors are classified as follows:

Class A—Under 14 cubic inches piston displacement.

Class B—14 cubic inches and under 20 piston displacement.

Class C—20 cubic inches and under 30 piston displacement.

Class D—30 cubic inches and under 40 piston displacement.

Class E—40 cubic inches and under 50 piston displacement.

Class F—50 cubic inches and under 60 piston displacement.

Class G—60 cubic inches and under 80 piston displacement.

Class H—80 cubic inches and over.

Question: *How is an outboard motor defined?*

Answer: An outboard motor is defined as a complete internal combustion power and propulsion unit attached to the boat which can be lifted by human power from the hull as one unit, excepting battery for ignition and starting, tachometer and steering and throttle control arrangements.

Note: Fuel tank must be part of unit; auxiliary fuel tank not permitted. In any race where a heat is over 10 miles in length, auxiliary fuel tank or tanks will be permitted provided they are securely fastened and piped. Such installation must be approved by the local Race Committee.

The use of a supercharger is barred. A supercharger is defined as follows: Any means employed other than the standard stroke movement of plain single-diameter working pistons of a number equal to the number of working cylinders, for the transfer or compression of gases, or for the increase thereof.

Question: *What is meant by a stock motor?*

Answer: A stock motor is defined as follows: A motor which has been advertised and offered for sale to the general public at least 90 days prior to the race. At least 25 motors of identical design and assembly must have been manufactured and delivered 60 days prior to the race which the manufacturer, in its usual way, has cataloged as a regular production model, and the specifications of which have been recorded with all members of the National Outboard Racing Commission by registered mail and made public 90 days prior to the race in question.

Reboring of cylinders, increase of stroke or other internal changes to the motor, altering port openings, change of carburetor sizes, increasing compression, changes in length of standard shaft, changes in weight of reciprocating parts, or the use of other than stock parts manufactured by the manufacturer of the outboard engine for the particular model, are prohibited.

Parts may be removed but no parts added. Changes may be made in propeller and steering apparatus, piston rings, spark plugs and starting and throttle controls. A self starter may be added.

Note: During 1929—30 days shall be required instead of 60 and 90 days respectively.

Question: *What is meant by Division 1, Division 2 and Division 3 drivers?*

Answer: Contestants shall be divided into three divisions as follows:

Division 1—Drivers who have competed and finished in less than 15 complete races in a given class.

Division 2—Drivers who have competed and finished in 15 or more races in a given class.

Division 3—Unrestricted, except that Division 1 drivers may not compete.

1. Employees of outboard motor manufacturers may compete in only Division 3.

2. Dealers (and dealers' employees) in outboard motors, hull and accessories may compete only in Division 2 and 3.

3. Boat builders (and boat builders' employees) may compete only in Division 2 and 3.

4. Drivers receiving pay for racing (except those enumerated in paragraphs 2 and 3) may compete only in Division 3.

5. Service station employees and others directly connected with the outboard industry may compete only in Division 2 and 3.

6. Only stock motors may be used in Division 1 and Division 2.

7. The various requirements of this rule refer to both owners and drivers.

8. Those owners and drivers prohibited from entering and driving in Division 1 (that is, those referred to in Secs. 2, 3, and 5), may enter Division 2 without first having competed in 15 races.

9. Drivers who have qualified as a Div. 2 driver in a certain class may compete as a Div. 1 driver in a higher class (provided they have not qualified for Div. 2 in that class), but may not compete as a Div. 1 driver in a lower class, irrespective of whether they are or are not qualified.

Question: *For what distances are Official American Outboard Records allowed?*

Answer: 1. Official American Outboard Records will be awarded in Division 1 and Division 2 to the drivers of boats with the fastest speeds to date in each of Classes A, B, C, D, E, F, G and H as follows:

I—In Competition

1. Five Miles

2. Six Miles

3. Ten Miles

4. Fifteen Miles

II—One Mile Trials

1. One Statute Mile

2. One Nautical Mile

2. No American outboard record shall be awarded unless the speed is at least one-tenth mile better than the existing American outboard record.

(Continued on page 206)

JUNE, 1929



Send for this Book

TO be forearmed with facts before you choose *any* outboard motor, regardless of type or size or speed — send for this book. Whether you want the most compact outboard motor ever built—or a medium-weight, powerful motor for all-round service — or a 4-cylinder Quad, mightiest of all outboards—you need this book . . . You want its plain facts on starting ease and quietness and dependability. Before you choose your motor, send for this book. Mail the coupon below.



**Mail the
Coupon!**

ELTO DIVISION, OUTBOARD MOTORS CORPORATION		
OLE EVINRUDE, President		
Mason Street	Department F	Milwaukee
Send me the Super Elto catalog.		
Name.....		
.....		
.....		

Mention OUTBOARD MOTOR BOATING, 57th St., at Eighth Ave., New York



Corner of finishing room
in the Dee Wite plant



The Dee-Wite runabout has definitely taken its place as the leading standardized motorboat built for use with outboard power plants. It has set new high levels of quality and performance—given the boating world the utmost in a roomy, fast, seaworthy, supremely serviceable craft of this type!

Since the last National Motor Boat Show, public acceptance of Dee-Wite runabouts has been unprecedented. The big Dee-Wite plants and production—over 325 boats a month—has been insufficient to cope with the demand. New plants, new equipment, increased testing and inspecting facilities for

Only
DEE WITE
could have
made such
a RECORD

maintaining Dee-Wite quality have been necessary.

The Dee-Wite organization is large, and amply financed. Only the finest material and workmanship is employed. There can be no sacrifice of these items to increase production, nor will there be a lack of capital to provide men and equipment for building the finest motor boats possible at any price.

You will want a Dee-Wite runabout for long years of satisfied ownership, and outstanding performance. Get in touch with your nearest Dee-Wite dealer—now!

DWIGHT LUMBER COMPANY

Boat Division, Dept. 56

RIVER ROUGE MICHIGAN

Dee Wite

ALL-MAHOGANY PLEASURE CRAFT

JUNE, 1929

If You Live in NEW YORK, CONNECTICUT NEW JERSEY or Eastern PENNSYLVANIA

any of following authorized dealers will be glad to show you the Dee-Wite runabout and arrange to give you a ride in it. Whether you want a boat for use on the seacoast, sound, bay, river or inland lake, don't miss riding in the Dee-Wite before you decide on any boat.

The Dee-Wite runabout is conceded to be the best looking—best designed—best built and ablest all-around outboard boat on the market. Fast enough for an ideal gentleman's sport runabout. Safe and seaworthy enough for a comfortable family boat. You'll be proud to drive a Dee-Wite whether at your club or your summer home.

NEW YORK CITY

Abercrombie & Fitch Co.
Madison Avenue at 45th St.
A. C. F. Marine Sales
217 West 57th St.
Armstrong & Galbraith, Inc.
78 Barclay St.
Fleetwing Yacht & Shipbuilding Corp.
Hudson River at 153rd St.
Gimbel Brothers
Broadway at 33rd St.
Robert Pierce
De George Boat House
Hudson River at 263rd St.
Royal Eastern Electrical Supply Co.
16 West 22nd St.
John Wanamaker
Broadway at 9th St.

BRONX

Brax Motor Boat Co.
1786 East Tremont Ave.

BROOKLYN

Royal Eastern Electrical Supply Co.
74 Willoughby St.
David H. Smith & Sons, Inc.
5111 Second Ave.

LONG ISLAND

AMITYVILLE
Frank D. Homan
BAYSHORE
Barrett-Delemarre Motors
228 East Main St.
EAST QUOSE
Weesuck Boat Works, Inc.
FLUSHING
Bruno Beckhard
Northern Boulevard
FREEPORT
Chaffield's Marine Sales & Service, Inc.
Hudson Point foot of Garden Place
HUNTINGTON
Walter E. Abrams Shipyard
LITTLE NECK
Willard Bowman
254-65 Northern Boulevard
LONG ISLAND CITY
Royal Eastern Electrical Supply Co.
317 Jackson Ave.
OYSTER BAY
Oyster Bay Motor Sales Co.

NEW YORK (Continued)

ALBANY
Berkshire Motor Car Co.
MAMARONECK
Wood Brothers
NEW ROCHELLE
Royal Eastern Electrical Supply Co.
62 North Ave.
CONNECTICUT
BRIDGEPORT
Radio and Outboard Headquarters
1640 Main St.
DARIEN
Alamas Electric
Boston Post Road
NEW HAVEN
New Haven Sporting Goods Co.
129 Crown St.
STAMFORD
Alamas Electric

NEW JERSEY

ATLANTIC CITY
Adolph Appel
Ventnor Boat Works
BAYHEAD
Hubert S. Johnson Boat & Engine Wks.
BEAVER LAKE
John C. Truesdell
BRIELLE
Fourbach and Hansen
GREENWOOD LAKE
D. E. Quackenbush
LAKE HOPATCONG
Hockenjos and Hockenjos
NEWARK
Pneumatic Boat Corp.
122 Branford Place
TOMS RIVER
Charles Thompson
TRENTON
Mayham and Silvers
263 East State St.
STANHOPE
Leon P. Kays and Bros.
Main St.

PENNSYLVANIA

PHILADELPHIA
E. K. Tryon Company
9th and Chestnut Sts.
John Wanamaker
MT. AIRY
Colonial Garage
28-32 East Mount Airy Ave.



If there isn't an authorized Dee-Wite dealer in your neighborhood, get in touch with us. We also have other desirable territory available for established boat and marine dealers in the above states. Write today for details and terms.

WILBUR H. YOUNG & Co.

250 West 57th Street

Telephone: Circle 2580

New York, N. Y.

METROPOLITAN AND EASTERN DISTRIBUTORS FOR

Dee-Wite and Herbst Outboard Boats
Seagoer Cruisers

Dart Runabouts
Skiboards

Mention OUTBOARD MOTOR BOATING, 87th St. at Eighth Ave., New York

OUTBOARD NOTES

ALBANY-NEW YORK WINNER.

When the starting gun was fired at six A. M., April 20, for the Albany-New York race, Jake Dunnell was still fussing at the dock. He got started about ten or fifteen minutes late, but his sturdy combination of a Ludington Hydro and a Johnson Sea Horse 32 motor brought him into New York a winner—clipping almost an hour from last year's time for the run!

It is fitting that Dunnell should have raced the Ludington Hydro. It is his baby—he himself designed it, with the collaboration of C. T. Ludington. And it was not an ungrateful child!

The 132-mile course was completed by Dunnell in three hours and thirty-six minutes from the official starting time—better than 36.6 miles per hour. There were 130 contestants in the race—with every imaginable kind of boat and motor.

Dunnell's Hydro, named Miss Eastern, had a special deck to keep spray from the driver. However, the lines of the boat were strictly stock.



Frank Alexander and Elinabeth Swanson, stars of Good News, take delivery of their new Dee Wite outboard runabout

CORRECTIONS IN ALBANY RESULTS

In the summary of results of the New York-Albany Outboard Race published in last month's *MoToR BOATING* several errors appeared for which later information has now become available. It seems that the boat driven by Stephen Karasz was equipped with a Johnson class B engine instead of a larger class C engine as mentioned in the original summary. This changes his placement in the final results to fourth place in class B rather than twenty-second place in class C. The boat which he drove was a Fairchild and the difference in position is naturally much more favorable in class B. Another error concerned the Baby Whale driven by J. Pilser. In this case his engine was stated to be a Caille when it actually was an Evinrude. This correction gives the first fourteen places in class C to Evinrude engines which is a most excellent showing.



Miss Atlanta, a Johnson powered boat driven by L. H. Dodswell won a five mile race in Brisbane, Australia

FIVE-SPEED OUTBOARDS.

The Caille Motor Company of Detroit, Michigan, is presenting its newest series of 1929 motors to the outboard public in a most interesting booklet which illustrates and describes all of the refinements that are being incorporated in these powerful motors.

Beside the structural and mechanical specifications of all models details of the new class B Model 36 Flash and the Class C Model 46 Streak—the Lightning Twins, are included.

A copy of this booklet will be sent to anyone upon request. The address is 6210-59 Second Boulevard, Detroit.

PENN YAN ADDS A NEW MODEL

The Penn Yan Boat Co., of Penn Yan, New York, manufacturers of Penn Yan outboards, family runabouts, and racing craft, have added a new model this spring to their already extensive line. This model, however, fills a definite demand for a large outboard runabout that will make good speed and can be secured at a lower price than the very popular Aristocrat.

The Penn Yan Goliath is 17½ feet o.a., with a width of 60 inches. It is designed for C, D and E class motors, and is perfectly safe with the largest motor. Satisfactory performances have been secured with this boat when carrying eight passengers, the boat planing at good speed.

A CORRECTION.

In an advertisement on page 211 of the May issue it was erroneously stated that the price of the Sedan Runabout, which is a product of Airships, Inc., and distributed by V. Withstandley Company, New York City, was \$1,075. The correct price for the Sedan Runabout is \$1,050.

The Sedan Runabout, which is a sixteen-foot custom built natural mahogany hull, embodies the very latest in design and construction methods applied to fine boat construction by the engineering staff of Airships, Inc., who have had many years experience with similar construction of the country's finest aircraft. This craft is enclosed in the latest automobile tonneau fashion, having a fully upholstered interior with sliding side windows, dome light and many other attractive features which make this boat one of the true aristocrats of outboard motoring.

DEALERS ORGANIZE.

To promote the sale of Johnson Sea Horses and bring about a more unified working condition among the various Johnson dealers throughout the country, is, according to its new president, J. J. Carrigan of Memphis, Tennessee, the purpose behind the new Johnson Dealers' Association, which was organized at Waukegan, Illinois, on April 9.

The new association was formed during the recent annual meeting of Johnson dealers at the Johnson Motor Company factory, and it is unique in that it is believed to be the first self organized nation-wide association of outboard motor dealers known to the outboard industry.

President of the new group is James J. Carrigan, for many years a Johnson dealer and well known throughout the sporting goods world for his serve-yourself sport goods store at Memphis, Tenn., W. R. Doak of Detroit is secretary and treasurer, and directors have been appointed for each section of the country.



The new Penn Yan Goliath family runabout receiving an initial try-out before the ice had melted

PHILADELPHIA ARRANGES REGATTA.

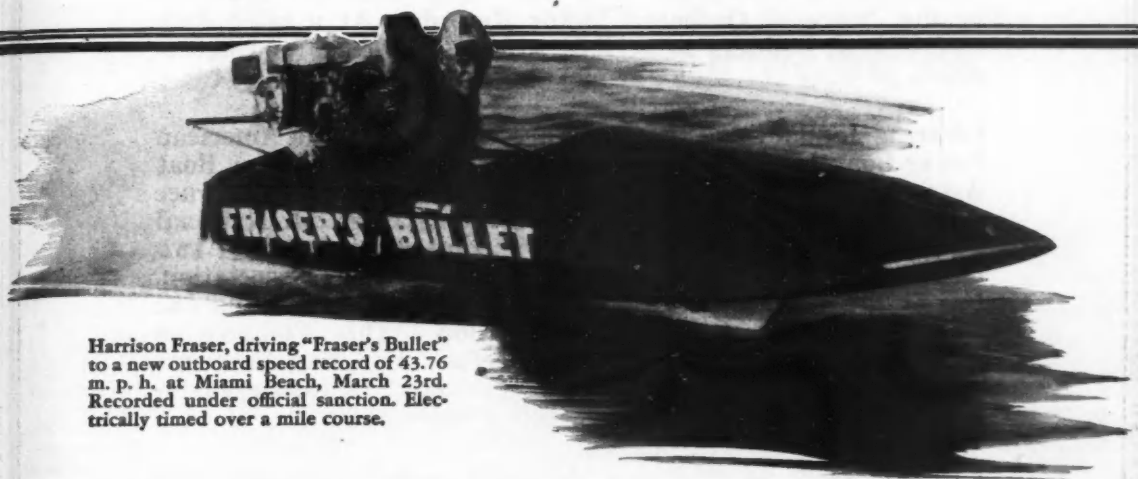
The Philadelphia Outboard Regatta Association has been reorganized with William Freitag, of the Westville Power Boat Association, as Commodore, and will hold the second annual Philadelphia Outboard Regatta on the Schuylkill River Friday and Saturday, June 28 and 29.

Other officers elected by the Association at its reorganization session at the Philadelphia Chamber of Commerce were: Vice Commodore, G. S. Ruhland; Rear Commodore, H. J. Rickmers; Secretary-Treasurer, C. J. Vandevere; Chairman of the Regatta Committee, Joseph A. Towers; Chairman of the Board of Governors, August Wilkening; and Governors, A. W. Mosley, Walter Johnson, William Freitag, G. S. Ruhland and H. J. Rickmers.

Many prizes have already been promised for the regatta, and the officers felt assured that the number and variety of prizes would exceed the wonderful supply last year. Assurance has been given by the Philadelphia Chamber of Commerce to Sir Thomas Lipton that the regatta will be held every year, which assurance he requested before shipping his handsome \$6,000 trophy here for the feature race.

(Continued on page 198)

For Three Consecutive Years the fastest time made by Any Outboard \blacktriangle Any Class \blacktriangle Any Distance has been made with a **BOYD-MARTIN Boat**



Harrison Fraser, driving "Fraser's Bullet" to a new outboard speed record of 43.76 m. p. h. at Miami Beach, March 23rd. Recorded under official sanction. Electrically timed over a mile course.

43.76 miles an hour,

*The fastest any outboard boat has
been officially timed*

THE BULLET has the heritage of a line of champions.

Back in 1926, a Boyd-Martin sped 23.38 m.p.h.—the fastest any outboard powered boat traveled that year. In 1927 a Boyd-Martin stepped it up to 32.32 m. p. h. Last year, 1928, the BULLET championed a record of 41.74 m. p. h.

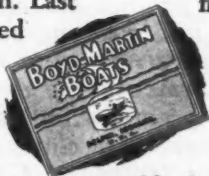
Now it's 43.76 miles per hour, sure proof that the BULLET has the stuff that championship speed demands.

There are two BULLET models, the

Junior 11 foot—the Senior 12½ foot. Made of genuine African mahogany—completely equipped, with remote control steering.

Write for catalog giving detailed specifications on the BULLET and 6 other boats of fishing and family types. Boyd-Martin boats are sold by dealers everywhere under a strong guarantee of dependable quality and the highest quality workmanship.

BOYD-MARTIN BOAT CO.
760 Lee Street Delphi, Indiana



*Write
for Catalog*

BOYD-MARTIN Boats

Mention OUTBOARD MOTOR BOATING, 57th St. at Eighth Ave., New York

AUTHENTIC OUTBOARD RECORDS

EARLY in 1928 the Outboard Motor Manufacturers met and agreed upon rules and a code of racing etiquette for the establishment of American Outboard Records. The manufacturers agreed that they would not make use in their news, publicity or advertising of any speed records not established in accordance with the racing rules and approved by the Judge of Outboard Motor Records. At a later date certain boat builders subscribed to the same rules and agreement.

§ During January of this year representatives of the American Power Boat Association and the Mississippi Valley Power Boat Association met and agreed that their Associations would race under one standard set of outboard racing rules. A National Outboard Racing Commission was appointed consisting of two members appointed by the American Power Boat Association, two by the Mississippi Valley Power Boat Association and one by the National Outboard Association. This Commission drew up the 1929 outboard racing rules. The manufacturers again subscribed to their former agreement as to the advertising of official American outboard records.

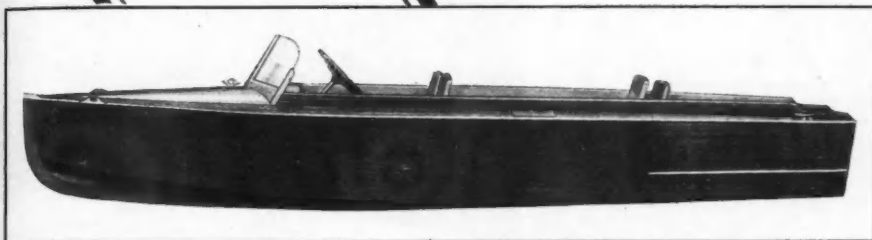
§ During 1928 and 1929, ever since the Outboard Racing rules went into effect, MoToR BoatinG, in its editorial pages, has consistently refrained from publishing any mention of records made in unsanctioned regattas or not made as provided above. In each issue (page 22) we have published a complete record of the Official American Outboard Motor Records.

§ During the period in question, generally speaking, the motor manufacturers have lived up to their agreements in their advertising in MoToR BoatinG. However, in a few instances the advertisements of others have contained statements of speeds which may not have been made under authorized conditions.

§ *Therefore, in order to protect its readers from claims of speeds and records made under unapproved conditions, MoToR BoatinG, as long as the present racing rules are in force, will not publish in its advertisements any claims of American Outboard Records or speeds greater than existing American Outboard Records in their respective classes and divisions, unless approved by the National Outboard Racing Commission and made in accordance with the Official Outboard Racing rules.*

JUNE, 1929

Smart



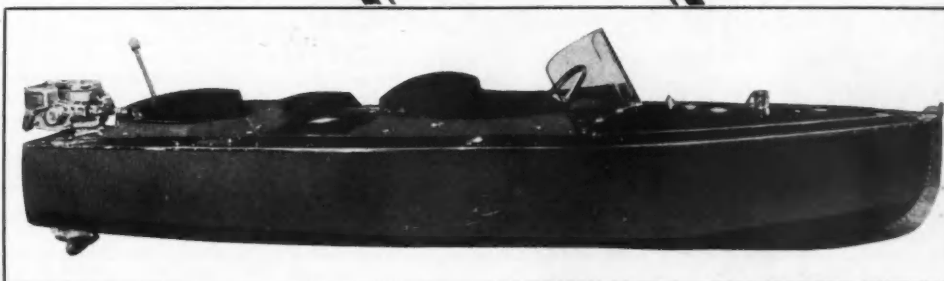
The "Chase-Emerson Knockabout"—a wonderful 16-ft. boat... sturdily built, yet capable of doing 20 to 30 miles an hour, depending upon the motor used.

Swift

CHASE-EMERSON OUT BOARD BOATS

Seaworthy

The Chase-Emerson Runabout—in your choice of four beautiful color combinations or two tones of mahogany finish. Seats are spring upholstered. Engine space is separate from the rest of the boat.



... Hailed Everywhere as

Safe

The Finest of All Outboards

Recognized as the finest! . . . In design . . . in construction . . . in utility . . . in seaworthiness!

Chase-Emerson Boats possess speed with safety—beauty with fine construction—ease of riding with practicability of arrangement. These boats are the boats of today—what the modern lover of water sports wants. They're particularly designed

for us with the newest types of outboard motors with a separate "engine well" of exactly the right proportions to help you get the most out of your motor. Ample storage space . . . clear vision windshield . . . auto-type steering wheels . . . luxurious upholstery! Chase-Emerson Boats come complete (except motor) ready for your fun and pleasure. Send for catalog.

A. B. CHASE-EMERSON CORPORATION

11 West 42nd St., New York

Factories, Norwalk, O.

DISTRIBUTORS

Boston, Mass.
Walter H. Moreton Corp.
1945 Commonwealth Ave.

Chicago, Ill.
Motor Mart
2222 Diversey P'kway

Milwaukee, Wis.
Edmund Gramen, Inc.
414 Milwaukee St.

San Francisco, Cal.
Tilden Kienly Co.
545 Sutter St.

Mention OUTBOARD MOTOR BOATING, 57th St. at Eighth Ave., New York

OUTBOARD NOTES

(Continued from page 194)

FISHERMEN AND EVINRUDE MOTOR SAVE LIFE.

WHEN we hear of a man or men who have performed some great service under conditions dangerous to their own safety, we immediately think of them as heroes. The past few months has brought to our attention the heroism of a good many men. Our first thought is of Capt. Fried of the S. S. America, whose gallant bravery won him nationwide and international recognition.

But for those whose praises are sung, by far a greater group of men, heroes in the same sense of the word, go about their daily duty unheralded and unsung. Up in a little fishing village of Hovland, Minnesota, on the shores of Lake Superior, live three men-heroes whom the world has not recognized. Two of them are brothers, whose name is Ojord, while the third is a neighbor, Mr. Eliason. They are plain fisher folk who earn their living on the catch in Lake Superior.

One of these men, Mr. Eliason, was fishing on the Lake when word was brought that three men, suspected rum runners, were out in Lake Superior in the fifty-mile gale which was blowing. Mr. Eliason summoned the Ojord brothers, and together they went out into the storm to save the lives of these three men. The boat which they used was a small fishing skiff powered by an Evinrude Fastwin motor. The men succeeded in rescuing one of the three men and brought him to safety. A wonderful act of courage this was, to venture out in a small fishing skiff in a fifty-mile gale, with the thermometer hovering at 32 degrees below zero.



Three Lake Superior fishermen and the Evinrude engine with which they saved a life in a temperature of 32 degrees below

And it is a remarkable proof of the sturdy dependability of the motor which propelled their craft. In a letter telling of their experience, received by the Evinrude Motor Company, of Milwaukee, Wisconsin, the men said of their Evinrude motor: "We went out and saved a fellow in a fifty-mile gale, and two other guys got away while we were towing the one to shore. We had a hard trip, it being 32 degrees below zero, and we were so iced over we had all we could do, but thank goodness the Evinrude sure done the work. All I done to it was fill the tank with low-test gas, and even as cold as it was that day, it started right up and run like a top all the while. If it hadn't I wouldn't be here to tell the story now."

This is a wonderful commentary on the course of these men and the sturdy dependability of an outboard motor under the most trying conditions.



Beach and Goltra, Connecticut distributors, exhibited Baby Gar runabouts and Fairchild outboards at the Hartford Motor Boat show

HIGH LIGHT OF THE HARTFORD SHOW.

One of the most interesting corners in the Home Progress Exposition held at Hartford, Conn., recently was the exhibit of Beach & Goltra, Inc., Hartford, Conn.

Mr. Beach, in addition to his dealership for Gar Wood boats and Fairchild outboard boats, is president of the L & H Aircraft Corporation, New England distributors for several well known airplanes and arranged to have his exhibit of planes and boats in adjoining booths, thus affording the public the opportunity for reviewing two modern methods of transportation.

Included in the exhibited were a Chrysler powered Baby Gar 30, a Fairchild Aero, a Challenger biplane and a splendid display of aerial photography.

A large number of boat prospects was secured for demonstration on the Connecticut River, where the firm maintains its base. Long Island Sound is reached after a run of forty miles. Beach & Goltra, Inc., likewise exhibited in the Norwich, Conn., show. This firm controls the greater part of Connecticut for sales and service of both Gar Wood and Fairchild boats.

OUTBOARDS TO RACE AROUND MANHATTAN

An outboard marathon race, around Manhattan Island, has been scheduled for Sunday June 30 under the auspices of the New York Outboard Motor Boat Association and with the sanction of the American Power Boat Association. Prizes totalling \$1,250 in cash and a trophy to be known as the Herbert Pulitzer Perpetual Trophy will be distributed among the winners.

The race, to start from the Colonial Yacht Club at 152nd Street and the Hudson River and to finish at the same point, has been set for 3 p. m. on the afternoon of June 30. The course has been placed at 29½ miles but will vary slightly according to the routes the drivers select.

Prizes as announced by the New York Association follow:
First place: (Irrespective of type motor) Pulitzer trophy and \$500 in cash.

First place: Class B motor, \$125.

Second place: Class B motor, \$75.

Third place: Class B motor, \$50.

First place: Class C motor, \$125.

Second place: Class C motor, \$75.

Third place: Class C motor, \$50.

First place: Class D motor or above, \$125.

Second place: Class D motor or above, \$75.

Third place: Class D motor or above, \$50.

In addition to the foregoing prizes, each driver completing the course within two hours after starting will be awarded a medal by the New York Outboard Association.

The course will be patrolled by New York City police boats and Coast Guard vessel on the East River, around lower Manhattan and on the Hudson.

On account of the great concentration of outboard motor boats in the Metropolitan area, together with the comparatively short course and the attractive prizes, it is forecast that the greatest concentration of contestants ever assembled in this country for a motor boat race will be entered in the marathon. Although the course will not be ideal in point of speed driving, the skill of the entrants should determine the winners, many of whom fell victim to motor trouble and navigation hazards in the Albany race. At a recent Long Island regatta, 75 drivers stated that they would enter the race, which will offer \$625 in cash to the winner and a year's possession of the new trophy.

WINNERS ALL

ALL BOATS—Aircraft principles of construction. Light, sturdy and durable. Designed by Jacob Dunnell.



When an off-shore breeze is kicking up a chop and the tang of flying spray beckons you to open the throttle and head into the open sea—step into a *Ludington Flash*—14 feet of safety, speed and stamina, the winner of the 136-mile dash from Albany to New York. Take a friend with you. Price \$250 F.O.B. Factory.

(Our 14-foot boat, formerly the Ludington "Hydro," has been renamed the Ludington "Flash.")



When the waters of lake and river—smooth or rough—urge you to express your mood in speed ranging from 5 to 42 miles per hour—step into a *Ludington Lightning*—12 feet of harnessed energy, the winner of 28 out of 34 starts in the 1928-1929 Florida Season. Price \$225 F.O.B. Factory.



When the spirit of sport and adventure suggests calling your friends (as many as six) together for a day's pleasure trip—step into a *Ludington Buccaneer*, 16 feet of marine beauty, and find the seldom found treasure-chest of satisfaction. Price \$425 F.O.B. Factory.

DEALERS—Some Eastern Territory still open. Write for particulars.

LUDINGTON

LUDINGTON AIRCRAFT, Inc.



HYDRO DIVISION

808 Atlantic Building, Philadelphia, Pa.



Ludington Aircraft, Inc., 808 Atlantic Building, Phila., Pa.
Please send me literature on
☐ Flash ☐ Lightning ☐ Buccaneer

J. Dunnell, winner of the Albany to New York Outboard Motor Race.



"I did it with MY LITTLE MIDGETS"

says J. Dunnell, winner of Hudson River race from Albany to New York

"MY BOAT was equipped with Pyro-Action Spark Plugs and Adapters (Midget)," writes Mr. Dunnell, "and I didn't change a plug after the race started."

Everywhere this Pyro-Action Midget is proving a giant on outboard motors. In the Albany race, not only the winner but 19 of the 39 to finish early were equipped with these spark plugs. From Baltimore, Md., from LaCrosse, Wis., from New Orleans, La., from San Francisco . . . from all over the world almost daily comes news of another victory with Pyro-Action Spark Plugs.

Your Robert Bosch dealer will be glad to explain the technical superiorities of the Pyro-Action Midget Plug, which will easily convince you that it is the plug you have been searching for all along, for your own outboard motor.

ROBERT BOSCH MAGNETO CO., Inc.
3603C Queens Blvd. Long Island City, N. Y.



Only Robert Bosch Pyro-Action Plugs are Original-Bosch Plugs. For your protection look for full name Robert Bosch and trade mark shown at left.

Leaping Putt Putts

(Continued from page 178)

very hot, melted paraffine add an equal quantity of gasoline. Stir into this mixture a small amount of powdered graphite and apply to the exposed surface of the runway with a wide brush as one would apply paint. Work fast while the mixture is hot. Applied to bottom of the boat as well, two surfaces are created that will slide freely over each other.

It seems almost superfluous to say that a boat used for jumping must not have a permanent, vertical fin on the bottom.

The first time an outboarder rushes the skidway at thirty miles an hour, he will probably experience that sensation referred to as, having one's heart in one's throat. To safeguard the first jumping venture from mishap, the take-off edge of the skidway should be as low as possible, and the incline as gentle as is practical. However, the rear end must be sufficiently submerged so that the driveshaft housing of the motor can not possibly strike squarely against the edge. PLATE III illustrates this point.

Before attempting the jump, the cross bolt in the stern bracket, which permits the motor to tilt up, must be loosened so that the motor can swing up freely. It is best—and a longer or higher jump can be made—if the motor is raised manually from the water the moment the front end of the boat touches the skidway. To do this an extension bar can be bolted vertically to any part of the motor above the stern bracket. A forward pull on this improvised handle swings the drive-shaft and propeller up out of the water. A jumper may find from experience that the best jumping results can be had by having his weight nearly amidship. In that case a rope can be attached to the extension bar. Of course, provision must be made for steering the boat from a remote point, too.

The moment the propeller comes clear of the water the normal load is off the motor and it will race, unless the spark is retarded. It is a simple matter to attach a string or wire to the spark lever and to the tilting bar so that the spark will be thrown into retard position coincidental with the raising of the motor.

It is better for the amateur merely to retard the spark the moment the boat hits the skidway, and permit the flooring to raise the motor. No damage will result from this course, providing the housing does not strike squarely against the end. As an added safeguard, it is well to nail sections of old tire casing, across the end and also on the flooring. See PLATE III.

After the first jump has been successfully performed, slightly elevate the take-off edge and try again. Repeat the performance time and again until the most suitable angle and elevation for the particular boat have been found. A series of drawings show dangers that must be avoided. See PLATE IV. Not only must the height of the take-off and the angle of incline be considered, but also the effect of a head wind and the distribution of weight in the boat itself.

This writer sought to draw upon the physical laws of falling bodies, velocity, momentum, trajectory, etc. and tabulate the results obtained from different angles of inclines, speeds, etc. But this was given up as a bad job. The fact is that all boats do not behave the same. The sharp-nosed, step hydroplane performs differently than a sea-sled type. The operator must learn the capability of his individual boat by experimenting. If he works up to the maximum jumping point by easy stages, and studies the action of the boat at each stage, he soon can earn the rating of jumper first class in the royal navy of leaping putt-putts.

If the foregoing instructions are followed, one can avoid smashed motors, wet, wet duckings, pneumonia and a white fly on the chest. And one can obtain new thrills and sensations that will make the heart of the most blasé person beat a little faster. Leaping putt-putts is the coming aquatic sport. Go to it, brother. Try it out.

CAPE ANN MARATHON REPLACES BOSTON-NEW YORK RACE

Due to the unsatisfactory conclusion of the Boston-New York outboard marathon race held last year, the event will not be repeated in 1929 but will be replaced by a race 8 times around Cape Ann, Mass., according to Frank Wigglesworth, chairman of the regatta committee of the New England Outboard Motor Boat Association.

The distance for the 8 circuits will be 130 miles, two-thirds of the course over open sea and the remainder through the narrow Squam River. The race will probably be started at 7 a. m. so that the drivers may have benefit of the high tide in their circuits through the river.

JUNE, 1929

Hootons

SET NEW PERFORMANCE STANDARDS

HOOTON OUTBOARDS are primarily *performers*, and not merely a show-room proposition. Advanced underbody design, sturdy structure, safety in rough water, dryness in a cross-chop, easy riding, — all these are characteristics in which HOOTONS excel, by a *big wide margin*. These things are important. Boats are traveling fast this year, — bringing up entirely new requirements in the matters of safety, comfort, and strength. The old conventional forms will still do for the heavy inboard runabouts, — but are no longer correct for the outboards, which, on half the length and one-eighth the weight are traveling at the same and greater speeds. **BETTER DESIGN** is necessary to bring safety in such cases; and HOOTON is the originator of those better designs.



THE 11½ FT. WILDCAT BIG MOTOR RACER
speeds to 50 miles an hour — capacity three persons — mahogany construction
— brass fastened — finest workmanship

In 1927 the SAFETY-PLANE, with its buoyant and safe-steering square bow, and its entirely new type rounded bottom sections, brought increased speed and the first real safety to the hydroplane field. HOOTON

step-planes won over 200 first places in 1928 racing, and SEVEN American records. The rounded underbody for step-planes was meanwhile promptly adopted by other leading builders who were quick to see its advantages, and now the majority of important world's speed records are held by hulls of this type. The form has been developed and improved in the 1929 HOOTONS, and today you can buy even greater speed, safety, seaworthiness, and handling ability than you could in 1928. — But you *must* buy a HOOTON to get these improvements.

The WILDCAT, shown at the left, is the *very last word* in step-hydroplane design, and is being taken up rapidly by leading racing men who need only one ride to know that this hull is **AGAIN A YEAR AHEAD**. "Safest racer built," they say.

The SAFETY-PLANE, also, has been developed along the same new lines, and is ideal for heavier loads and for joy-speeding in any water.

NOW MR. BUYER: Every builder claims his boat is the best, — and believes it sincerely. The *only* way you can know who is right is to insist on a demonstration — **ON THE WATER**. Judge your boat **THERE**, as well as in the show-room, — and you will then buy satisfaction. Insist on a *ride*, — the HOOTON dealers are *glad* to take you.

Write for our free folder. It shows all the HOOTON Models and explains the "Why" of the Vee-Plane.

Now Another Hooton Achievement—THE VEE-PLANE

This new type hull is HOOTON'S answer to the need for a runabout type to be *really easy riding*. Like all HOOTON boats, it is outstandingly seaworthy, dry, and sturdy; and *unlike* any hull ever built before, is

extremely *free from jolting* on rough water. This is something you can't see on the show-room floor, — but is mighty important to you when you get on the water.

GORDON B. HOOTON 505 GRANDVILLE AVE. GRAND RAPIDS, MICH.



THE 15 FT. VEE-PLANE
A Sensational Stepless Runabout
of New Abilities

Mention OUTBOARD MOTOR BOATING, 57th St., at Eighth Ave., New York

are YOU in at the FINISH?



THAT'S the all important question in any race . . . you may be first over the line at the start, but are you in at the finish?

During the past year more contestants who have finished have used MotoMeter Self-adjusting Spark Plugs than any other kind.

Take a tip from them . . . equip your engine with these reliable high-compression plugs. They give you easy starting, for the gap is small when the plug is cold, and the spark is thick and strong. But for running the gap widens out, giving a long spark that burns *all* the gas. They are specially constructed for outboard motors.

Two sizes; metric and $\frac{7}{8}$ th inch thread. One price; \$1.00. If your dealer does not carry them, write us direct.

N.B. For dealers we have a profit-making proposition. Write or wire.

THE MOTOMETER Co., Inc.

5 Wilbur Ave., Long Island City, N. Y.

The MotoMeter Co. of Canada, Ltd., Hamilton, Ont.

MOTOMETER

SELF-ADJUSTING

SPARK PLUG

Chromium Plated to Resist Rust



1600 Miles by Outboard

(Continued from page 183)

which they gave no further trouble. From Brunswick, Georgia the route was not easily followed and the boat was lost on several occasions and had to run considerably out of its proper way. A stop was made at Sapelo Island where H. W. Coffin maintains a large game preserve and a wayside station for the cruising yachtsman who passes by. Fuel was taken on and good going was experienced so that Thunderbolt was reached before evening. The cruisers were beginning to feel that they were getting somewhere as they were now a good many miles from home and had left Savannah, Georgia at the end of the fifth day. Further difficulty was experienced by adverse currents and tortuous channels so that the trip to Charleston took longer than was anticipated and the city was reached just before dusk. Further encounters with sandbars succeeded in bending both propellers to such a degree as to render them useless. A night was spent on the boat at Charleston and by this time the crew were beginning to enjoy the soft side of the bottom boards as a place to sleep. It is strange how quickly men can accustom themselves to sleeping in unusual places and conditions when the necessity arises. Mr. Ramsey in commenting on this phase of the trip remarked that he had actually gained weight and noticed a decided improvement in his health which was none too good at the beginning of the trip.

A fine calm day greeted them as they left Charleston and the water was so calm inside that the crew decided to inspect the ocean in order to see how conditions were out there. A short run outside soon convinced them that it would be much more comfortable on the inside route so that the boat was returned there and continued to North Inlet where an oyster bar interfered with progress and broke a propeller shaft. The slow running and poorly mixed fuel of the previous day had built up a heavy carbon deposit and the following morning was profitably spent in cleaning this from the engines. Another attempt to try the ocean route was again defeated by heavy seas and as the weather seemed to be getting worse, it was decided to beach the boat, and Myrtle Beach was selected as a suitable place since there were a number of people on hand to help drag the boat free of the surf. The local residents did everything in their power to make the stay with them an agreeable one and food and shelter were pressed upon them without stint.

Weather conditions improved somewhat by morning so that the boat was launched and the run continued to Shallotte Inlet. Fuel and supplies were taken on and after some delay the cruise again got under way continuing through to Swansboro, N. C., where another stop for the night was made. The fact that the last spare propeller shaft had been used was causing the crew some concern, and at Wilmington Julius Herbst was communicated with, and although he did not have any spares he did a very sporting thing and removed one from one of his engines and supplied it to Ramseyboat. Morehead City was reached early on the morning of the tenth day and at this point the boat definitely left all further ocean running behind. From this point north the entire route is what might be termed inland although for such a small boat some of the waters can still create enough of a disturbance to make the going most uncomfortable. There is a short cut to Bellhaven which eliminates Pamlico Sound and good water was encountered until the mouth of the Pamlico River was reached. Here the first rain storm was encountered when a heavy squall struck them. Further along after leaving Bellhaven, variable winds were encountered and towards evening while in the Alligator River the water became so choppy as to make it advisable to lay to for a time and a camp was made on shore. On breaking camp in the morning the first fog was also encountered although the sea conditions were smooth and a trip to Albemarle Sound completed without further mishap. This body of water is known to all tourists on the north and south route as being a very uncomfortable waterway. There seems to be an abundance of water but the difficulty with it is that it is spread out so thin that every time the wind blows it stirs up an unmerciful sea. After reaching the canal the remainder of the run to Norfolk was made in smooth water and in good time.

It was decided to take advantage of an enforced stay in Norfolk on account of bad weather by cleaning the carbon from the engines and while this was being done an examination showed that one of the propeller shafts was again broken. A new one was finally located in an engine belonging to a local boatman which was secured and installed. With a strong wind still blowing on the following morning a start was made and rough going experienced as far as Old Point Comfort where it was decided to land and wait for better weather. A good harbor was found at Hampton and the hospitality of a yachtsman owning a boathouse and facilities was accepted as a shelter from the rain and storm. They were delayed here for several days while the tropical hurricane which did much damage up and down the

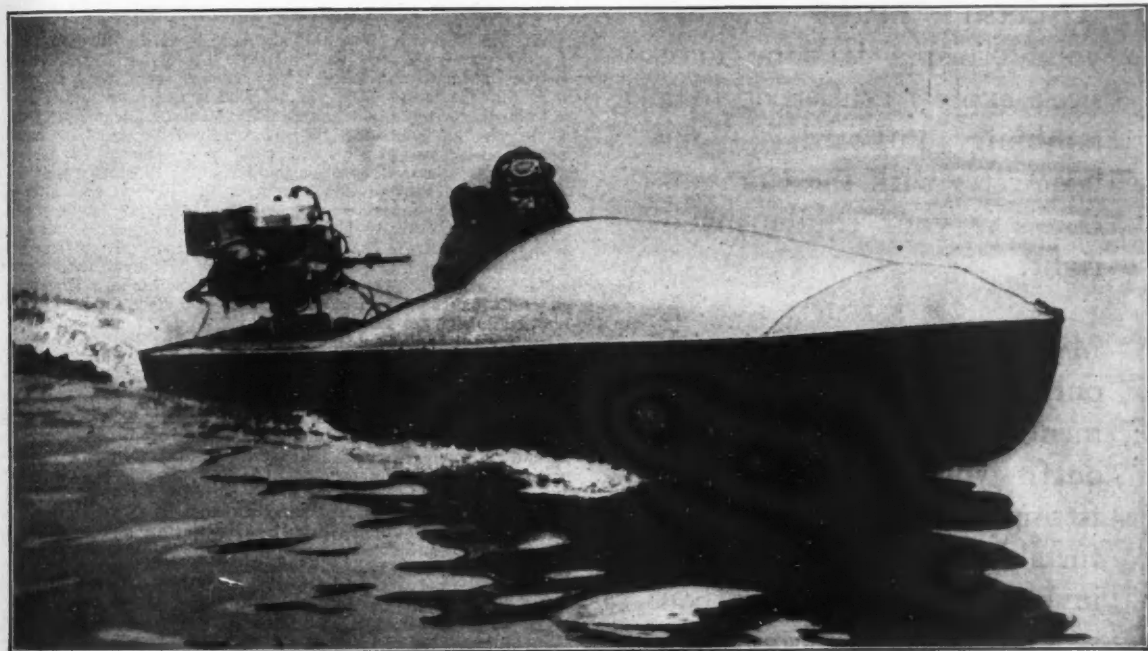
(Continued on page 204)

JUNE, 1929

POWERED with Socony Special Gasoline, *Miss Eastern*, designed and driven by Jacob Dunnell of Boston, roared across the finish line to victory in the recent outboard motorboat race from Albany to New York.

In winning this race, *Miss Eastern* clipped nearly an hour from the course record made last year by another Socony-fueled boat.

Another victory with Socony Special



This is one more example of the way Socony stands up in a long, hard test. Try it in your boat. We believe it will be your last switch in brand of gasoline and oil.

Jacob Dunnell speeding down the Hudson to victory in the recent Albany-New York race. His boat, Miss Eastern, and nineteen of the fifty-four boats which crossed the finish line used Socony products.

SOCONY

REG. U. S. PAT. OFF.

Special Gasoline • Aircraft Oil
Panalast Motor Oil • Gasoline

In the Southwest, use the products of Magnolia Petroleum Company; and on the Pacific Coast, the products of General Petroleum Corporation. These are subsidiaries of Standard Oil Company of New York.

STANDARD OIL COMPANY OF NEW YORK

Mention MoToR BOATING, 57th St. at Eighth Ave., New York



Yachtsmen All!

It doesn't matter whether your cruising is done in a sleek express cruiser or in a rambling outboard. Your boat rates with the Commodore's if your equipment is right.

Most outboards are sold with only a minimum of equipment. Be water-wise, and outfit your craft with the fittings necessary for comfortable travel. A few dollars invested now will more than repay you by the season's end.

Send for our Marine Catalog. Everything you are looking for is in it . . . and a host of new ideas as well.

Established 1840

GEO. B. CARPENTER & Co.

MARINE SUPPLIES

Sailmakers and Riggers

200 W. Austin Ave.

Chicago

1600 Miles by Outboard

(Continued from page 202)

coast blew itself out and after a monotonous wait of over five days a start was finally made from Hampton on the morning of April 18. Poor going was again the order of the day and the boat finally reached Bayside where the crew were invited ashore and spent their first night in three weeks in a real bed and enjoyed an excellent meal as the guests of a fisherman.

The aftermath of the storm was still ruffling the surface of the water to such an extent that it was difficult for the boat to make satisfactory progress. A stop was made at Milford Haven and after further delays due to the bad weather Point Lookout Creek was finally reached and the night spent in its shelter. A pleasant part of cruising on the waters of the Chesapeake and Potomac is the abundance of oyster beds which in some places are so close to the surface that it is merely necessary to reach down from a small boat and gather as many as can be consumed in a very short time. Mr. Harris in telling of this phase of the journey always spoke of it with the most pleasant recollections and admitted a fondness for these oysters. Further delays were necessary on account of bad weather and after a run up Chesapeake Bay the boat pulled in at Herrin Bay just in time to permit the tent to be set up before another downpour of rain saturated the countryside. This rain continued for another day or two and during this time the crew visited Annapolis and looked up friends there.

On the 23rd day from Miami the boat left Annapolis and headed into a nasty chop which made it take until midmorning before Baltimore was reached. By mid afternoon the wind had died down sufficiently to permit a good run up Chesapeake Bay and the Elk River to Chesapeake City. Taking advantage of the longer daylight hours the trip was continued through the Chesapeake and Delaware Canals and on as far as Salem, New Jersey. A late start the following morning enabled them to reach the Delaware and Raritan Canal entrance but since it was after 5 p. m. the lock tenders would not permit them to lock through any more that evening and it was necessary to lay over and await a new day. The toll charges through this canal are the same for all small boats and are about \$26.00 which is equivalent to a rate of \$2.00 per lock. New Brunswick was reached in a downpour of rain after running through the canal, and since the heavy rain showed no signs of stopping another enforced stop over was made there until the following morning. It had been intended to keep on to New York reaching there during the afternoon of April 25 but the weather prevented this and it was not until about 10 A. M. on the 26th that the Statue of Liberty was passed and the big buildings of Lower Manhattan came into view.

At the pier there was quite a gathering of members of the Regatta Circuit Riders Club including also members of the various motor boating magazines so that the two visitors were quickly made to feel at home in the big city at the end of their long journey. Having encountered a final piece of drift wood at the entrance of the small boat basin practically at the end of the trip a propeller shaft was again broken and the plan of continuing up the Hudson River with the boat abandoned. A truck was called and the boat taken to the Colonial Yacht Club Station on the Hudson while the crew and guests repaired to the town house of the Colonial Yacht Club and enjoyed an hour or two of quiet and a good meal.

The main lesson to be learned from a trip of this kind is that the weather still holds a controlling interest and while it is perfectly possible to make a safe and reasonably comfortable journey over such long distances it is not possible to lay out an exact schedule in advance and adhere to this because a rough or a rainy day will upset schedules to such an extent as to make them worthless. All credit should be given to the Lockwood Racing engines which performed ably and well throughout the long journey. The only difficulties experienced were such natural ones as encounters with driftwood which raise havoc with propellers and propeller shafts.

NORTHWEST ASSOCIATION MEETS AT TACOMA

With more than 200 delegates and outboard motor enthusiasts present, the annual meeting of the Northwest Outboard Association was held at the old Masonic Hall, Tacoma, Wash., April 12, in conjunction with the regular monthly meeting of the Tacoma Outboard Association, and the following schedule for the coming season was adopted. Dates of these regattas are:

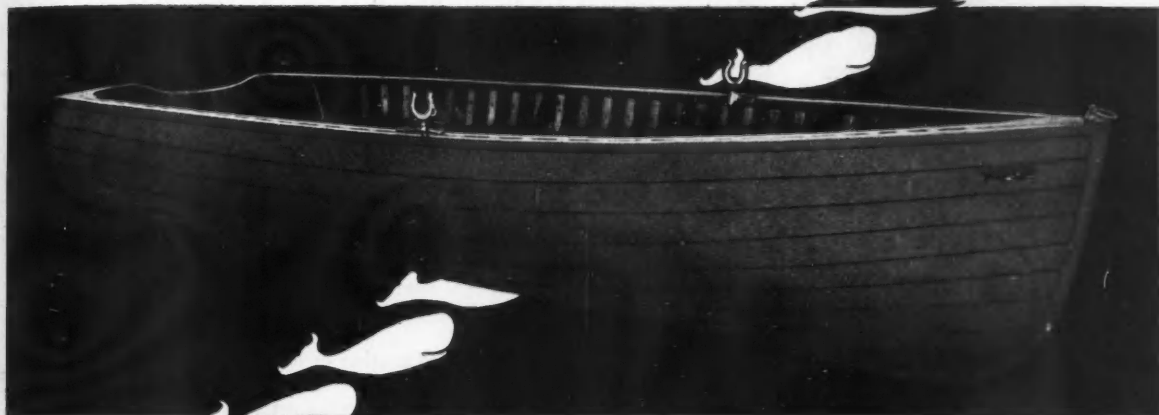
June 16—Olympia. July 4—Bremerton (Navy Yard City). July 20, 21—Green Lake, Seattle. August 4—Offut Lake. August 18—Lake Sammamish, near Seattle. Sept. 2—American Lake, near Tacoma.

F. C. Morse, secretary of the Tacoma association, was named to succeed J. L. Patton, of Seattle, as commodore.

JUNE, 1929

BABY WHALE

Speed Tender



*for the family
or for the finest yacht*

A BABY WHALE for Every Purpose

- 11 ft. BABY WHALE Round Bottom Mahogany Lap Strake Tender—Seats Six
- 12 ft. BABY WHALE Mahogany Step Plane—Seats 2
- 13 ft. BABY WHALE Round Bottom Mahogany Lap Strake Tender—Seats 7
- 14 ft. BABY WHALE Mahogany Step Plane—Seats 2
- 14 ft. BABY WHALE Mahogany Semi-Runabout Type Step Plane—Seats 3
- 15 ft. THE WHALER Round Bottom Mahogany Lap Strake Family Runabout—Seats 9

New York Distributors:
H. Mikkeleen
44 Warren Street
New York, N. Y.

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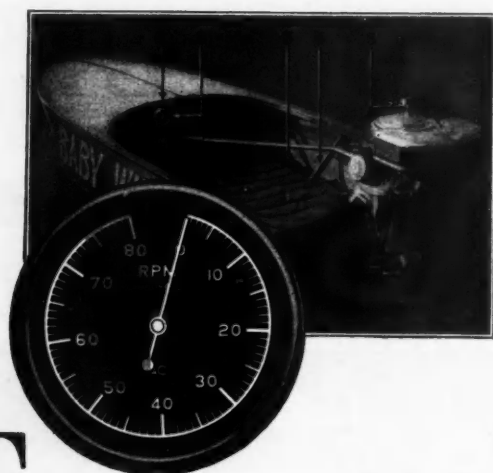
New England Distributors:
Walter H. Moreton Corp.
1043 Commonwealth Avenue
Boston, Mass.

D. N. KELLEY & SON, INC.



FAIRHAVEN, MASSACHUSETTS

Mention OUTBOARD MOTOR BOATING, 57th St., at Eighth Ave., New York



To get most out of your outboard engine, use this AC Tachometer

THE man who wants speed from an outboard engine wants this AC Tachometer.

It tells in R. P. M.'s, 0 to 8000 range, just what the engine is doing. It registers the gain or loss effected by adjustments of fuel mixture and spark position. It reveals at a glance defects in carburetion or ignition, gives instant warning of engine "trouble sources."

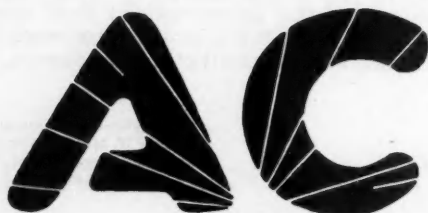
Because it records instantly the slightest decline in engine efficiency, it enables you to get the most out of your outboard engine.

An outstanding feature of the AC Tachometer is its *drive adapter*, which permits it to be attached to or detached from the flywheel drive while the engine is running.

Now available for Caille, Elto, Evinrude, Johnson and Locwood outboard motors.

The AC Tachometer comes packed in individual cartons complete with all attachments which include, in addition to adapter, special mounting bracket and adjustable clamp, eight feet of flexible shaft, sufficient clips and screws for complete installation.

Priced at \$30, slightly higher in Canada. Write today for descriptive folder and give us the name of your nearest dealer. AC Spark Plug Type "G-2½" Metric Regular or "A-2½" ⅞" Regular are especially designed for getting maximum results from all standard makes of outboard racing engines.



AC-SPHINK
Birmingham
ENGLAND

AC Spark Plug Company
FLINT, Michigan

AC-TITAN
Clichy (Seine)
FRANCE

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AC INSTRUMENT PANELS AC TACHOMETERS
AC THERMO GAUGES AC AMMETERS AC OIL FILTERS
AC OIL PRESSURE GAUGES AC AIR PRESSURE GAUGES

On the Outboard Witness Stand

(Continued from page 190)

3. No American outboard record shall be awarded unless approved by at least one member of the National Outboard Racing Commission.

4. All official American outboard records shall be made on a 2½ or 3-mile course.

5. No American outboard record shall be awarded unless made in accordance with these rules.

6. No American outboard record (in competition) shall be awarded unless there are at least five bonafide starters.

7. Official American outboard records shall be awarded only in races sanctioned by the American Power Boat Association or the Mississippi Valley Power Boat Association.

8. Official American outboard records shall be awarded only in Division 1 and Division 2.

9. There shall be no American outboard records awarded for lap speeds.

10. Supervision of records and contests shall be vested with the National Outboard Racing Commission.

11. Official American outboard records shall be awarded only when an Official Referee, appointed by the National Outboard Racing Commission, is present. (Note: See special instructions in Outboard Rules for appointment of Referee, Duties, list of Referees, etc.)

12. Designation of a Referee to attend any regatta shall be made by the proper official of the American Power Boat Association or the Mississippi Valley Power Boat Association from the referees appointed by the National Outboard Racing Commission as provided below.

13. The National Outboard Racing Commission shall appoint a number of persons qualified to act as Referees who shall serve during the calendar year of their appointment.

14. Expenses of the Referee shall be paid by the organization holding the sanctioned event.

15. In case of emergency, any member of the National Outboard Racing Commission may designate a Referee from the list of approved Referees for any particular regatta.

16. A motor which establishes an official outboard motor record shall be inspected and measured by a person appointed as inspector by the Outboard Motor Manufacturers' Trade Association.

17. No Official American Outboard Record shall be awarded unless the course be surveyed, the boats timed and the motors inspected by persons approved by the National Outboard Racing Commission.

18. An Official American Outboard Record shall only be awarded to a person who is a member of some club belonging to the American Power Boat Association or the Mississippi Valley Power Boat Association.

OUTBOARD RACE ON LAKE HOPATKONG

Outboard motor races, open to drivers using Classes B and C engines, will be held on Lake Hopatcong, New Jersey, May 19 and 26. The races scheduled as tryout contests for the sanctioned event to be held Decoration Day, will be started from the Sunnyside Dock.

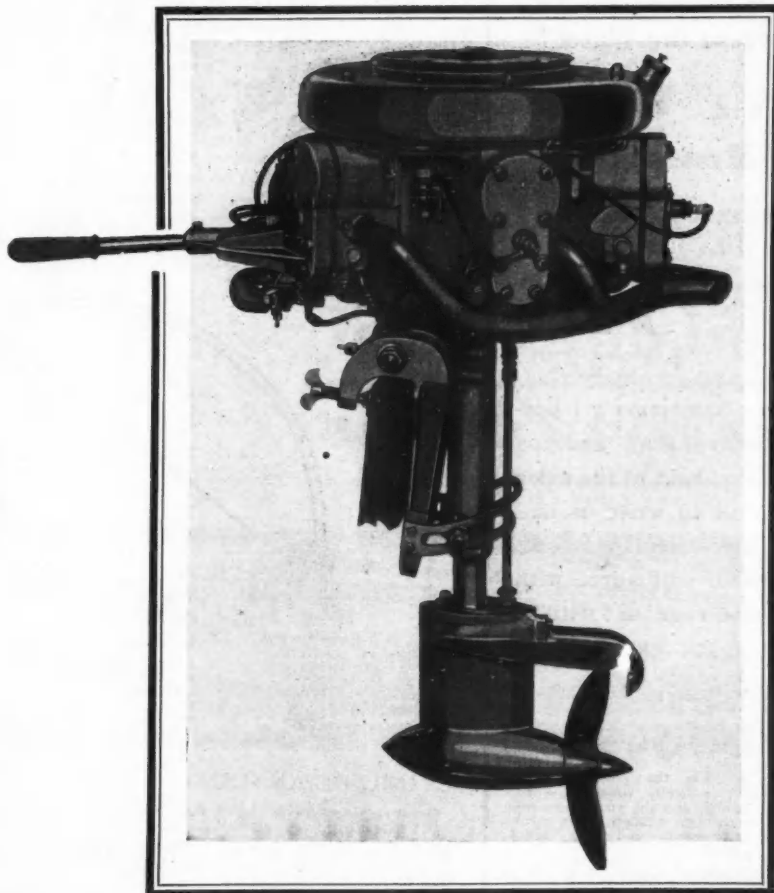
AMERICAN BOATS ON VENETIAN CANALS

When in Venice, one does as the Venetians do, according to Carlos de Berstique of Paris, who has just purchased a 28-foot Gar Wood sedan for use between the Italian mainland and his summer home on an island in the Adriatic. The driver's seat in the boat has been removed so that the standing custom of the Venetian gondoliers may never be usurped by an American built speed boat.

JUNE, 1929

CROSS

The Most Economical Outboard



800% Greater Oil Economy! 20% Greater Gas Economy!
With 40% MORE POWER!

Fifty smooth, effortless horsepower—delivered on a gas consumption of two and three-quarter gallons of gas and one-half pint of lubricating oil per hour.....

INSTANT STARTING — LIGHTNING ACCELERATION — PERFECT CONTROL

Write for Complete Details

When sending in your inquiry please PRINT name and address. Many inquiries have not been replied to because of indistinct or incomplete address.

CROSS GEAR & ENGINE CO., 3260 BELLEVUE AVE., DETROIT



MANUFACTURERS OF THE FAMOUS CROSS PRODUCTS

Mention OUTBOARD MOTOR BOATING, 57th St., at Eighth Ave., New York



**THE ONLY
Outboard Runabout
With So Many Uses**

\$373

Complete Except
for Motor

If you haven't seen this handsome all purpose all mahogany 16-foot runabout and you are in the market for a fast boat of the same or similar type—don't fail to write us and learn where you can conveniently inspect the new Waterwitch. You will agree with us. It is the only outboard runabout with so many inbuilt uses.

1. Use the Waterwitch for commuting—it is reliable, staunch, seaworthy and fast.
2. Use the Waterwitch for a glorious cruise this summer—become a yachting vagabond for a few short weeks and really live.
3. Use the Waterwitch for fishing and camping, for duck hunting—the seats fold down to make a cushioned bed for two.
4. Use the Waterwitch for a family runabout—dad, mother and the youngsters will never get enough of its thrilling speeds and fine riding action.
5. Use the Waterwitch as a sales outlet for your showrooms. Regardless of your business, to be the representative of this handsome boat will attract hundreds to your sales rooms.

Write for our attractive dealer franchise if you can represent the Waterwitch in your community. We have a first-class proposition for the reliable business men.

DACHEL-CARTER BOAT CO., Inc.
BENTON HARBOR MICHIGAN



The New Waterwitch Runabout

Making the Outboard Pay Dividends

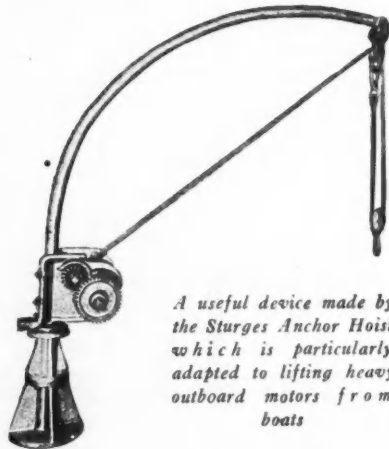
(Continued from page 186)

the Elto, in its service, in short cuts to better service, give them instant shipments on either motors or parts, help them sell their prospects in various ways, then I am performing another worthwhile service.

I financed an outboard motor trip by a customer, from Seattle to Juneau, Alaska, in 1925. I furnished Hal. G. Evarts, the well-known out-doors writer, with an Elto for his Alaska trip in 1926. I have spent lots of time and money on racing, raising the worlds outboard record in 1925 from 16¼ miles pe hour to approximately 25 miles per hour, with the first experimental Elto Quad.

All these things have had an effect, and there are many more stimulants to business, but after all, the life and growth of any business these days rests almost solely on sound publicity backed by top-notch service. Without the backing, the business will fall.

Boating everywhere is distinctly on the increase, and so is the competition. It is a red hot business these days, requiring a lot of thought and action, but it is well worth while. It is a most gratifying business in one way most of all, and that is the person selling Elto motors and good boats is affecting very definitely, the happiness and health of his customers, by bettering both.



A useful device made by the Sturges Anchor Hoist which is particularly adapted to lifting heavy outboard motors from boats

EVINRUDE ANNOUNCES NEW DISTRIBUTOR

As the result of recent negotiations, the Evinrude Division, Outboard Motors Corporation, announce a new distributor, The Motor Power Equipment Company of St. Paul, Minnesota.

This new distributor will serve an extensive territory, comprising the states of Minnesota, North Dakota, South Dakota, Montana and Wyoming; as well as the northern half of the State of Iowa and sixteen counties in western Wisconsin. B. F. Peterson, formerly distributor for this territory, whose interests were purchased by the new distributor, will join the staff of the new organization. Mr. Peterson will make a valuable addition to the organization, as his many years of Evinrude experience makes him particularly familiar with the line.

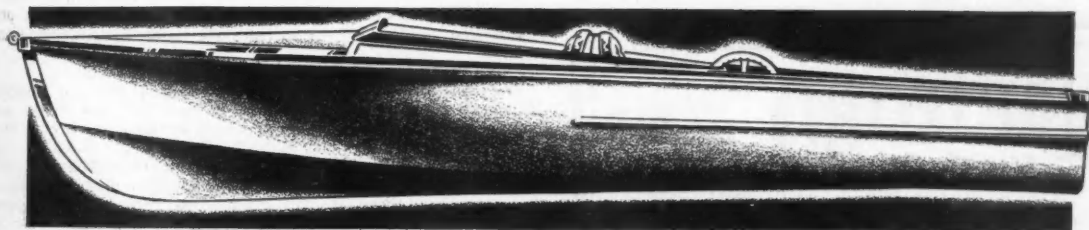
The Evinrude Division takes great pride in announcing their new distributor, inasmuch as the Motor Power Company is well known in the Twin Cities and throughout the state of Minnesota. It is one of the largest organizations of its kind in the entire northwest and handles a complete motor service. The Motor Power Equipment Company has recently moved to new and larger quarters located on River Boulevard at the Ford Bridge. A new building occupying an entire block houses their offices.

The policy of the Evinrude Division in the appointment of distributors is to provide a branch which will insure Evinrude owners and dealers in the territory the same kind of service that they receive at the factory. The company will carry a complete stock of motors, parts and accessories and employ a factory trained staff of experts, fully equipped to take care of repair work; and the owner or dealer may send a motor to them fully confident that it will be taken care of in the best possible manner.

JUNE, 1929

Go!

where you want • as
fast as you want • in a
MULLINS STEEL KING



Start any time! You're off like an arrow . . .
throttle wide open . . . 10, 20, 30 miles an hour!
No dust, no smoke, no traffic jams! A thrill a
minute with perfect safety and all the comfort of
a limousine. The Steel King has a staunch steel
hull that will stand the gaff . . . never needs
calking . . . can be stored anywhere. *It cannot
sink!* Good for season after season of sheer delight.
No upkeep, work or worry . . . a smart, speedy all-
purpose, outboard runabout that you can't help
wanting and can easily afford. Write for details.

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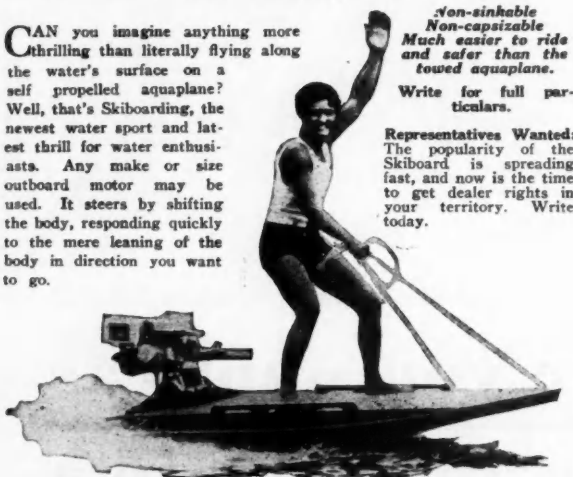
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Non-capsizable
Much easier to ride
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towed aquaplane.

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The popularity of the Skiboard is spreading fast, and now is the time to get dealer rights in your territory. Write today.

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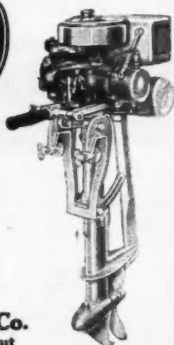
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Sturdy Twin

The sturdy construction of the HARTFORD, its easy starting qualities and silent underwater exhaust makes it the popular choice of the owner of the family boat, the commercial fisherman and the operator of boat ferries. Runs smoothly either at slow speed or at wide open throttle with equal ability.

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THE BOTTOM COAT for FASTER BOATS
Cuts Down Water Resistance! Easy to Apply and Good for a Season!
Recommended by 15 A.P.B.A. Championship Winners
Ask your Dealer for BALUBRICOTE, or Order Direct from Makers—Quart, \$2.00
BAHL CHEMICAL CO., 194 Elm St., Fall River, Mass.

Rules for National Outboard Championships

1. LOCATION OF COURSE.

The course shall be located as determined by the National Outboard Racing Commission. Special consideration shall be given to the selection of a course which shall be best suited for outboard racing.

The 1929 races shall be held in the Central Division, those in 1930 in the Eastern Division and those in 1931 in the Western Division.

2. DATES.

Races for the National Outboard Championship shall be held annually, not earlier than October first and shall be specified by the National Outboard Racing Commission not later than July first.

3. CLASSES AND DIVISIONS.

There shall be classes for Classes A, B, C, D and E, Division 2, stock motors. Divisional drivers may compete in Division 2.

4. LENGTH OF RACES.

Each race shall consist of two heats of 5 or 6 miles each. The races shall be held on one or two days as shall be decided.

5. ELIGIBILITY OF DRIVERS.

Only those who have finished, first, second or third in their proper classes, in a sanctioned race during the current year will be permitted to enter.

After 1930 only the winners of first, second or third places in a Divisional Championship shall be eligible to compete.

6. ELIGIBILITY OF MOTORS AND BOATS.

Drivers may race only the same or similar outfits as qualified them under Section 5. Note: By similar outfit is meant a boat and motor of identical manufacture, size, class, model, etc.

7. RACING RULES.

Racing Rules of the National Outboard Association, as approved by the American Power Boat Association and Mississippi Valley Power Boat Association shall prevail. The actual supervision of the races shall be vested in the Club or Association handling the race as designated by the National Outboard Racing Commission.

8. PRIZES.

The prizes shall be those presented by the National Outboard Association, together with whatever other prizes may be presented and approved by the National Outboard Racing Commission.

9. EXPENSE ALLOWANCE FOR DRIVERS.

The National Outboard Association shall pay an expense allowance equivalent to the railroad fare for one driver and freight of boat from driver's home to location of race in each of Classes A, B, C, D and E, and in each of the Eastern, Central and Western Divisions. The National Outboard Racing Commission shall designate at least five days in advance of races, the names of those drivers eligible to receive this expense allowance. Other drivers eligible to do so may enter but no expense allowance will be made.

Note: It is hoped that Divisional, Sectional and local organizations will encourage their best drivers to enter the National Championships and make provision so that it will be possible for the winners of their local sanctioned races to be present and compete.

10. TITLES.

The winner of the respective classes shall be known as the National Outboard Champions for one year.

NOTE: It is understood that the American Power Boat Association or Mississippi Valley Power Boat Association will not sanction any other event or events to be known as the National Outboard Championship and that the holding of Sanctioned and Divisional Championships will be encouraged.

11. COMPETING IN LARGER CLASSES.

Outfits eligible for a given class shall not be permitted to compete in a larger class.

12. PROTESTS.

Protests as to the actual handling of the race and conduct of drivers therein shall be decided by the local race committee appointed by the American Power Boat Association or Mississippi Valley Power Boat Association. Protests as to the eligibility of drivers, motors and boats shall be decided by the National Outboard Racing Commission.

13. ENTRIES.

Entries must be received by the local race committee at least one week in advance of the date set for the races except those entries specified in Section 9.

14. CHANGES IN RULES.

These rules may be changed or amended upon majority vote of the National Outboard Racing Commission, but no change shall become effective within 12 months of date change is made and notice given to Board of Directors of National Outboard Association.

WHY KNOWING- ONES PREFER FAIRCHILDS



Fairchild Voyager is a 23-foot outboard cruiser able to go anywhere and capable of a 20-mile speed.

COMFORT

The shock-absorbing bow makes Fairchilds easy-riding in any weather.

SAFETY

Clever designing of the sides makes Fairchilds practically non-capsizable.

SPEED

The fore and aft steps, airplane decking and other features make Fairchilds faster.

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Fairchilds last longer due to the fact that there is no plywood in contact with water.

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Streamlined decks, careful workmanship and selected woods make Fairchilds handsome.

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Ample knees, non-corrosive fastenings and the best grade of lumber provide strength.

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Fairchild runabouts are the last word in outboarding. This model is outstanding for beauty, speed and safety.

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Sea Sled, Model 13, shoving off for the duck blind.

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SEA SLED Outboard Boats

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 COMPLETELY COVER AND PRO-
TECT YOUR SPARK PLUGS.
KEEPING THEM ABSOLUTELY
DRY. Gives positive protection against
short circuits as no oil, water or moisture can
enter with this bakelite protector installed. No
rubber to deteriorate—will last a lifetime. If you
want to know just how good your outboard really
is, install a set of W. D. SPARK PLUG PRO-
TECTORS. They get the best out of any motor.
Notice for yourself the difference in performance,
easy starting, quick get-away, increased fuel mile-
age with very noticeable absence of vibration. Easy
to install. \$1.25 each, prepaid or C.O.D. Absolu-
tely guaranteed. Specify size of spark plugs— $\frac{1}{2}$,
 $\frac{3}{4}$, or metric.

BRANFORD OUTBOARD MOTOR AND BOAT CONTROLS



STEERERS

Special Fittings for All Motors

 THE MALLEABLE IRON FITTINGS CO., BRANFORD, CONN.
Sole Distributors: E. J. White Co., 85 Chambers St., New York City

In Ol' Arizona

BY KENNETH S. BARNHILL

ANOTHER round in the wrangle over water rights between California and Arizona was contested on Canyon Lake, near Phoenix, when the best drivers on the coast soundly trounced their neighbors in the first annual Arizona Outboard Association Regatta, on April 14.

Under the guidance of that astute leader, Commodore David MacKay, the California caravan entered the confines of the province of Arizona with fast hulls, new motors and high hopes. Driving over mountainous roads, through dusty and treacherous loose gravel and across stretches of shimmering desert, their hulls strapped to the tops of their cars, or on suitable trailers, they drove some five hundred miles to enter the A. O. A.'s first gesture toward recognition in the sport.

Rivalling the enthusiasm of the Gold Coast drivers was the energy of the local committee. Wholly at sea concerning the finer points of the conduct of a regatta the racing committee was quite willing, when Commodore MacKay arrived on Friday evening to turn the management of the meet over to his capable hands. Ordinarily that would have been a wise move—but, as it turned out, the genial Scotchman was so intrigued by the scenic potentialities of the lake and the surrounding country that his acquired responsibilities were immediately shifted upon the shoulders of A. L. Felger. It was not until the boats were being tuned up for the first heat that the Commodore recalled his attentions to the regatta.

Canyon Lake, formed by Canyon Dam, is an artificial body of water of the deepest blue. Its banks are precipitous cliffs of granite and in many places, immediately off shore the lake drops to a depth of nearly one hundred feet. The sun, as it plays over the waters and shoulders of granite, forms a symphony of purple shadows, varying like chords as the rays rise and fall.

Through a deep canyon, cool in the shadows of the peaks and blistering hot where the sun strikes through, one can drive for fifteen miles through the deep blue waters of Horse Mesa Dam. Nowhere, this side of Alaska, is there more aquatic beauty than in this spot. Slowly winding under the protection of overhanging cliffs, occasionally meeting the sun as it casts its light over the mesa, studded with the giant cactii of Arizona, it is not to be wondered that all thought, save that concerning nature, is lost.


Waterwitch, the new outboard runabout built by Dachel-Carter, can carry persons at high speed

The course, which was a mile and a quarter, was laid through the courteous assistance of the state engineering department by triangulation. Unfortunately the survey was not completed in time to get the blueprints for official sanctioning. Due to the rise and fall of the level of the lake, caused by the using of water for irrigation in the Salt River Valley, the placing of the buoys required more time than was anticipated, and it was not until a few hours before the meet was scheduled to begin that the engineers were satisfied with their work.

An added handicap arose when the committee found, on Sunday morning, that more water had been let into the lake during the night and that the rise had picked up loose driftwood from the shores. The course was hand swept and in readiness when Commodore MacKay and Mr. Felger gunned the first heat of the Class B race.

Floyd Pierce, driving Flying Scotchman won every race Miss Arizona, Commodore Seth Smith's hull, which was expected to offer most of Arizona's competition, winging dinged just before the regatta began, while being tuned up by Jim Thomas. A new motor was clamped to the transom before the heat began, but Miss Arizona was unable to keep up with the fast California company. Apparently it was her day to be unruly, for she flipped again in the second lap of the first heat in Class C.

Bill Gambrell, who turned himself into an entertainment committee of one the evening before the meet, proved to be the dark horse with his Miss Piggly Wiggly. He is a consistent driver, but lacks experience.

Miss Loretta Turnbull, who was expected to be in the money, dog-tailed all morning with an old motor. In the afternoon she

(Continued on page 214)

First Fourteen Places

in Class C

133 Mile

Albany to New York

Marathon

April 20, 1929



H. B. Flower and his Evinrude Speeditwin, winner first place 1929 Albany to New York Marathon, Class C.

EVINRUDE motors have never written as glorious a story of reliability, speed, consistency and value as they did during those gruelling 133 miles from Albany to New York.

Twenty-one of the 54 motors of five makes to finish within the time limit were Evinrudes—that's reliability!

The first fourteen places in Class C were won by Evinrudes—that's consistency!

The winning Class C Evinrude averaged 33.90 miles per hour—a full 4.4 m. p. h. faster than last year's model. That's speed!

The fastest time, made with four cylinders and

54 Finished and 21 were Evinrudes!

Place	Boat	Driver	Engine	Class	Time
1	Miss Eastern	J. Dunnell, Boston		D	3:36:40
2	Spirit of Atlanta	J. Herbst, Wilmington		D	3:46:35
3	Oh My	B. Pregenzer, Antioch, Ill.		D	3:46:43
4	Whim	E. H. Patterson	EVINRUDE	C	3:54:55
5	Miss Shirt	R. Warner, Boston	EVINRUDE	C	3:58:30
6	Short Circuit	T. Graveline, New York	EVINRUDE	C	3:58:31
7	Baby Tag	Ralph Oakley, Albany		D	4:01:40
8	Airships	L. E. Preston		D	4:01:40
9	L. E. Preston	A. H. Gebrath	EVINRUDE	C	4:01:40
10	Bozo II	F. Brockley	EVINRUDE	C	4:14:00
11	Nemo	H. Chapman		E	4:15:07
12	Big Ben	F. Meyers	EVINRUDE	C	4:18:16
13	Baby Whale	H. C. White	EVINRUDE	C	4:18:40
14	Baby Whale	J. Masterson	EVINRUDE	C	4:22:41
15	Cyclone	A. Eckert, Jr.	EVINRUDE	C	4:24:39
16	Miss Berkshire	J. Pitzer		E	4:36:00
17	Miss Glen Cove	J. H. Gregory	EVINRUDE	C	4:37:08
18	Non-Capsizable	C. M. Bouvier	EVINRUDE	C	4:37:40
19	Carl's Special	M. Gaglenlacher	EVINRUDE	C	4:38:38
20	Coal Hod	S. M. Cole	EVINRUDE	C	4:47:17
21	Brewster Baby Olds	J. E. Rogers	EVINRUDE	C	4:47:25
22	Rubber Baby	W. E. Wilkinson	EVINRUDE	C	4:53:00
23	Baby Pirate	E. P. Crawford	EVINRUDE	C	4:54:06
24	Coca-Cola	R. F. Safford	EVINRUDE	B	4:54:22
25	Miss New Rochelle	F. G. Thebaud	EVINRUDE	C	5:01:02
26	Miss Minneford	Captain Snedeck		E	5:04:10
27	Miss Westover	D. W. Brewster		E	5:04:50
28	Speed Baby	P. M. Herschneider	EVINRUDE	C	5:05:42
29	Three Star	R. Griffin		C	5:08:04
30	Fairchild	P. Trach	EVINRUDE	C	5:13:35
31	Lighting	J. Wakeman	EVINRUDE	C	5:16:10
32	Fairchild	N. Faldus	EVINRUDE	C	5:17:35
33	Miss Norwalk	S. Karaz		D	5:20:16
34	Grouch	C. J. Helde	EVINRUDE	C	5:31:53
35	C. Horse	H. Ledford		C	5:31:55
36	N-155	R. Laubly		C	5:32:40
37	Air Speed	H. Hernstadt	EVINRUDE	C	5:35:52
38	N-127	L. Holzapfel		C	5:38:20
39	Miss Russell II	C. N. Jones, Bayonne, N. J.	EVINRUDE	C	5:38:30
40	Baby Mermaid	A. A. Pringle		D	5:40:52
41	Boyd Martin	C. J. Conn		D	5:44:08
42	Herm	Frank Gumbus		E	5:55:50
43	Snappin' Cracker	P. Games	EVINRUDE	B	6:02:00
44	N-223	W. J. Martin		C	6:09:45
45	B-48	H. Faucci		B	6:31:40
46	Skiboat	D. McVicar		D	6:39:00
47	N-182	R. P. Breece		B	6:59:45
48	Bridgeport	J. H. Wade		C	7:01:20
49	H. S. Jr.	M. B. Osborn		C	7:06:02
50	Rascal	B. Klein	EVINRUDE	C	7:07:10
51	CLASS E, 40 to 50 cu. inches piston displacement; CLASS D, 30 to 40 cu. inches; CLASS C, 20 to 30; CLASS B, 14 to 20.			B	8:14:20
52				C	8:30:05

Earl Widgren, winner of last year's Albany to New York Marathon, in which Evinrudes placed 1, 2, 3, 4, 5, 7, 8, 9 and 10.

substantially greater horse power, was only 2.73 miles per hour greater than Evinrude Speeditwin, the standard model priced at only \$230, f. o. b. Milwaukee. That's value!

Four twin cylinder models, from canoe to cruiser sizes. Write for Evinrude Year Book.

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3 to 45 Miles Per Hour

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Ready for Emergencies
Be prepared—escape alive and well!

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No. 7-C

You
can't
sink if
you are
equipped
with



KAPO
 life saving garments,
 cushions or belts

Send for catalog showing
 complete line of life-saving
 equipment and prices.

4 times
 more buoyant
 than cork
 and 10 times more
 comfortable!

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Complete
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PENN YAN BOATS

THEY LAST—
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Your Penn Yan Outboard Boat has the speed that wins races, the comfort that brings real joy and relaxation, and the strength that outlasts three ordinary boats. The superior design, the special composite construction developments of large scale production and 20 years of experience, make Penn Yan runabouts, hydroplanes, and motoring the best in performance, and your best investment.

WATER THRILLS, our 48-page catalog, illustrates in color, and fully describes the popular new Penn Yan Models—send for your copy today. You'll be amazed at how much BOAT your Penn Yan dollars will bring you.

PENN YAN BOAT CO., Inc.
 15 Water Street—Penn Yan, New York

THE ROCHESTER "21"

A Complete 21-ft. Cruiser
... Outboard Powered!

13 miles per hour, or better with large 4-cyl. motor. Cockpit and galley headroom. Sleeps four.

ROCHESTER Boat Corp.
 10 Charlotte Sta.
 Rochester, N. Y.



*Territory Franchises
 Open to Dealers*

In Ol' Arizona

(Continued from page 212)

turned in better time with a new motor and her see-sawing with Gambrel during the second heats of the C and D races afforded the greatest thrill of the afternoon.

Blue Streak, H. G. Ferguson's fast hull was held to third place in Class C, second in D and fifth in the unlimited Class. His chagrin was appeased when, upon inspecting his hull after the races, he found that he had been running most of the day with a badly twisted fin.

In the first race, Class C, Flying Scotchman, driven by Floyd Pierce and owned by Commodore MacKay, was first, with a total of 800 points; Aggravator, owned and driven by Johnny Adams, was second with 722; Red Devil driven by R. Pinkerton was third with 613; Miss Arizona fourth, 578; Sunshine fifth, 324. The best time for the first heat, 9:02, for the second heat, 9:03.4. Sunshine did not finish the second heat, being forced out by engine trouble.

Class C: Flying Scotchman, driven by Pierce, was first with 800 points, Miss Salton, driven by C. H. Holt, was second with 722; Blue Streak, driven by Ferguson, was third with 580; Sunkist Kid II driven by Loretta Turnbull, was fourth, 580; Miss Piggly Wiggly, Bill Gambrell, fifth, 578. The best time was: first heat, 8:06.4, second heat 8:01.8.

Class D: Flying Scotchman, Pierce driver, first 800; Blue Streak, Ferguson driver, second, 650; Sunkist Kid II, Turnbull driver, third, 650; Miss Piggly Wiggly, Gambrell driver, fourth, 648. The best heat time was: Flying Scotchman 8:23.

Unlimited: Flying Scotchman driven by Pierce, first 800; Miss Salton driven by Holt, second 722; Sunkist Kid II driven by Loretta Turnbull, third 613; Blue Streak driven by Ferguson, fourth 580; Miss Piggly Wiggly driven by Gambrell, fifth 545. The heat time was: first heat Flying Scotchman 8:02; Miss Salton 8:07;

Commodore MacKay was referee, Oakley Jordon, H. R. Larsen and W. V. McCoy were the timers, while Capt. C. N. Goodnight and A. L. Felger were starters and Kenneth S. Barnhill acted as scorer.



Boo-Saada, Australia's fastest outboard which did 38 m.p.h. for its owner Dick Smith

FAMILY OUTBOARD RACING

The Newport Yacht Club, of Newport, Rhode Island, anticipating the staging of races for the family type of outboard in the various classes, has developed some data to determine the weights to be carried by each class of boat. Figuring on the basis of 14, 20, 30, 40 and 50 cu. in. piston displacement for classes A to E respectively, a minimum weight of boat and passengers, not including the motor, has been prepared. Twenty-five pounds per cubic inch displacement in class A makes a total minimum weight of 350 pounds; 21.25 for class B gives a total of 425; 17.5 for class C—total 525; 15.6 for class D—625; and 14.5 for class E—total 725 pounds.

These figures should serve very well as a basis for family racing boats, with the possibility of modifications as chances for improvement suggest themselves in the actual races.

PROGRESSIVE EUROPEAN OUTBOARD REPRESENTATIVE

The Elto Outboard Motor Company of Milwaukee, Wisconsin is particularly fortunate in having for its European representative an enterprising young Londoner by the name of J. W. Shillan. Mr. Shillan came to the Elto Company back in 1922 and since that time has, by virtue of his untiring efforts, succeeded in increasing the distribution of Elto products in Europe tremendously. He is a firm believer in the value of advertising and publicity and has been advertising extensively in English marine outdoor publications. In addition to this he has been successful in promoting several interesting publicity stunts such as the crossing of the English Channel from Dover to Calais in record time in an Elto Quad-propelled hydroplane, and the first crossing of the North Sea by means of an outboard powered boat. Mr. Shillan is a very prominent figure in racing circles and has been largely responsible for the development of the sport in England.

JUNE, 1929



Malcolm Pope in the "Lookinback Kid,"
winner of the Colonel Green Trophy at
Miami Beach.

Off to a flying start!

The New Mobiloil takes first place in outboard race
for Colonel Green Trophy at Miami Beach Regatta

The New Mobiloil scored another sweeping victory in the first important meet of this year's racing season, the sixteenth annual regatta of the Miami Beach Yacht Club, March 20th and 21st.

Malcolm Pope won the feature event against an unusually large field of competitors. With the New Mobiloil stepping up performance in his powerful Johnson 32 engine, he drove the "Lookinback Kid" over the choppy waters of Biscayne Bay for first place in both heats of the Colonel Green Trophy Race. Competition was particularly keen in this southern classic, which for the first time was run on a free-for-all basis.

In the 13 heats of the 8 out-

Make this chart your guide

If your engine is not listed here, write to the Vacuum Oil Company, 61 Broadway, New York. The winter recommendations specified on this Chart should be followed when freezing temperatures below 32° F. are encountered, unless the engine is kept warm while not in operation.

NAMES OF MOTOR BOAT ENGINES	1929		1928		1927		1926	
	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter
Buda.....	BB	A	BB	A	BB	A	BB	A
Chrysler, Royal AM & AMR	BB	A	BB	A	BB	A	BB	A
Imperial AM	A	A	A	A	A	A	A	A
Royal & Imperial, all other models.....	B	A	B	A	B	A	B	A
Elro, Outboard.....	A	A	A	A	A	A	A	A
Evinrude, Outboard.....	A	A	A	A	A	A	A	A
Gray, 4-30, 14-50, 6-72, 14-75, 6-100 & 6-60.....	BB	A	BB	A	BB	A	BB	A
A-6 & 2-6.....	A	A	A	A	A	A	A	A
Q, 1-5, 2-10 & 2-cycle.....	A	A	A	A	A	A	A	A
All other models.....	A	A	A	A	A	A	A	A
Hall Scott, A. C. F.....	B	A	B	A	B	A	B	A
Johnson & Johnson, Outboard.....	A	A	A	A	A	A	A	A
Kermath, 85, 125, 150.....	A	A	A	A	A	A	A	A
1, 4-5, 6-8, 12, 16 & 20.....	D	A	D	A	D	A	D	A
All other models.....	BB	A	BB	A	BB	A	BB	A
Lathrop, 100 & Mystic.....	BB	A	BB	A	BB	A	BB	A
All other models.....	A	A	A	A	A	A	A	A
Lockwood Ash, LA, 41.....	A	A	A	A	A	A	A	A
All other outboards.....	A	A	A	A	A	A	A	A
Lochwood, 41.....	A	A	A	A	A	A	A	A
Palmer, 2-cycle.....	A	A	A	A	A	A	A	A
NE, NK, NL, F.....	B	A	B	A	B	A	B	A
ER, PWR.....	A	A	A	A	A	A	A	A
All other models.....	A	A	A	A	A	A	A	A
Red Wing Thorobred, A, D, K, KK.....	A	A	A	A	A	A	A	A
Red Wing Thorobred, Big Chief SP, Six, Special Six, Four, BB SP Six H. S. & BB Six H. S.....	B	A	B	A	B	A	B	A
Red Wing Thorobred, all other models.....	BB	A	BB	A	BB	A	BB	A
Scraggs, F. G. Jr., Gold Cup G5, H6, 202, 172, F4, F6, 174, 162, 161.....	BB	A	BB	A	BB	A	BB	A
All other models.....	BB	A	BB	A	BB	A	BB	A
Standard, N. J.....	B	A	B	A	B	A	B	A
Stearns Extra Reserve.....	A	A	A	A	A	A	A	A
Stearns, Neptune.....	A	A	A	A	A	A	A	A
Coast Guard.....	BB	A	BB	A	BB	A	BB	A
All other models.....	B	A	B	A	B	A	B	A
Universal, Single Cylinder.....	A	A	A	A	A	A	A	A
Fuzhou.....	BB	A	BB	A	BB	A	BB	A
All other models.....	B	A	B	A	B	A	B	A

board events the New Mobiloil made a remarkable record of 9 first places, 10 seconds and 11 thirds. 66⅔% of the prize winners used Mobiloil. This is but another instance of the startling results obtained in important regattas all over the country with this new oil, made expressly for today's high-speed engines. Consistent winners everywhere rely on the New Mobiloil.

Every authorized Mobiloil dealer now has the New Mobiloil in the correct grade for your own engine. Look for the sign of the red Gargoyle.

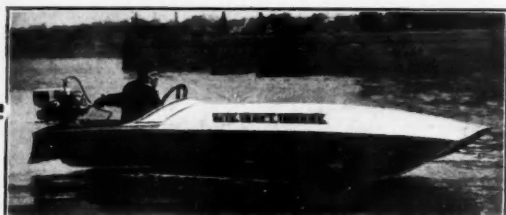
Manufactured by the Vacuum Oil Company. Makers of high-quality lubricants for all types of machinery.

the New



Mobiloil

Mention OUTBOARD MOTOR BOATING, 57th St. at Eighth Ave., New York



—CUTE—CRAFT—

Scores Again!

The above shows the Sea Horse Runabout (with racing deck) as driven in the Albany to New York Marathon. Two of these Cute Craft models placed sixth and seventh in this event, proving that the Sea Horse will not only take the family for a thrilling ride, but that it can be entered in a competitive race, to WIN.

While such speed performance is unusual with hulls of the family type, it is typical with the three Cute Craft models. . . . The Bi-plane aside from winning close to three hundred events last year, now holds more world records than any other hull in the field. . . . The Meteor with a proven ability for taking the corners in high and flashing over a straightaway, can be relied on to exceed the records expected with the larger motors.

The Bi-plane, the Meteor and the Sea Horse offer you a superior performance in their respective classes; and bearing in mind that every Cute Craft hull is backed by the oldest organization in the outboard hull industry, you are guaranteed not only performance, but —PERFORMANCE PLUS.

Write today for literature!

CUTE CRAFT INCORPORATED
FALL RIVER, MASS.



E.Z. CONVEYOR

Every owner of an outboard motor should own an outboard E. Z. CONVEYOR. Do away with that strenuous work carrying your motor back and forth. Makes a very fine working stand. Gives you lots of clearance to work on any part of your motor—it also keeps your motor from toppling over and many other advantages. It simply pays for itself over and over.

These Conveyors are extremely rugged in construction—carry any type of motor on the market, all metal and enamelled to prevent rusting. Steel frame work with 12" roller bearing disc, wheels with 1-3/16" rubber tires.

ON DISPLAY AT ALL GOOD MARINE DEALERS OR WRITE

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1363-1367 East 26th Street, Brooklyn, N. Y.
Order today to insure early delivery

\$20
F.O.B. FACTORY

Save with SANDUSKY BOATS

If you want a speedy little sport boat or a staunch family outboard runabout you'll get the best from Sandusky—AND SAVE 15% TO 25%. Sandusky boats are made from the choicest mahogany wood and are perfect in design and workmanship. Write today for free information on all types and prices. Dealers write for franchise.



SANDUSKY BOAT WORKS

304 MEIGS STREET

SANDUSKY, OHIO

LAKE ELSINORE'S ANNUAL SPRING REGATTA.

BENEFACTIC Nature again smiled approvingly upon Elsinore and even old Boreas was more than considerate and postponed his expected arrival at the Lake around noon, until all the events had been run to a successful issue, just thirty minutes beyond schedule.

Approximately, ten thousand visitors crowded the hillsides and roadways of Country Club Heights to view the little boats and witness the astounding speeds they are capable of developing.

One of the most representative gatherings of Outboards came together from all parts of the state to compete in this the outstanding event of the Spring season.

It developed a battle royal for motor supremacy between Evinrude Speeditwins, old and new models, Johnson's Sea Horses, Cailles, Lockwoods and Elto Quads.

Dick Loyne, world-renowned record holder of the 151 Class, made his debut as an Outboard driver, piloting a Johnson Sea Horse, but was put out of the racing by a minor mechanical mishap while tuning up prior to the race.

San Francisco was ably represented by a picked team, championed by the veteran sea Captain Cameron, who drove his own entry, Noremac II in the Class C event, but was not placed.

The most important event and finest trophy given in the class C, Div. II, event was won by Miss Salton, owned by Ruoff Bros. of Coachella and piloted by Clarence Holt of Elsinore.

Loretta Turnbull, Lady National Champion, L. E. Y. C., ran the best race of her young life, finishing in the first heat away out in front of a large field, driving her new Elsinore hull, Sun Kist Kid III, but was unfortunately disqualified under a protest lodged by H. G. Ferguson to the effect that the Sun Kist Kid fouled Blue Streak, forcing him to alter his course, whereby he crowded Fire Fly and Flying Scotsman off the course and killed his motor with her spray. Loretta evidently got headed for the wrong buoy and inadvertently cut across the bows of these boats—a direct result of the new lefthand turn rule which is not popular on the Pacific coast.

The contestants agreed with the Race Committees sanction, to run the heat over, but in the second heat, Loretta, badly shaken up and nervous from the grief of her experience, did one grand flip as she swerved into a wake a moment after the starting gun went off; this put her out for the day, with a painfully bruised ankle, caused by her foot catching in under the deck when the boat reared up and over. Still game and undefeated, the 16-year-old amazon wanted to get another motor and race again, but Daddy Turnbull, the well known L. A. Lawyer, gently restrained his plucky daughter from further exploits on the water.

To this spectacular climax of a wonderful day of sport, the L. A. Examiner devoted more than a column, and expressions of universal disappointment were rife throughout the great crowds of intensely interested spectators, who were witnesses of the unfortunate accident.

The El Nido sweepstake, across the Lake and return, measuring better than six statute miles, was the closest finish of the meet, one second only elapsing between Blue Streak and Bonnie Lass, who was leading to within a few feet of the finish, when a plug wire became disconnected, and one second only between the latter and Oohoo a Palo Alto entry.

Approximately ten thousand visitors to the Lake lined the spacious hillsides and the roadways were crowded with cars for miles around to view the little speedsters and the astonishing speeds of which they are capable.

Twelve magnificent trophies, some valued as high as \$125, and three cash prizes (the latter donated by David L. Cooley of El Nido) were awarded the successful competitors by Miss Marie Cooley, the charming daughter of the donor of the cash prizes.

Over fifty entries and a record crowd of fans made this the most outstanding and successful Outboard regatta on the coast this year.

RESUME OF RACES—

Class B, First Heat, 5 miles:

1. Buster II, Pilot Perry Smith, Palo Alto. Time: 8:31.
2. Salome, A. G. Martin, Los Angeles. Time: 8:55.
3. Little Miss Catalina, Al' Bombard, Avalon, Catalina Is. Time: 8:59.

Second Heat:

1. Salome. Time: 8:55.
2. California Flyer, John Adams, Pasadena. Time: 9:29.
3. Little Miss Catalina. Time: 9:55.

Point Score:

1. Salome, 761.
2. Little Miss Catalina, 648.
3. California Flyer, 586.

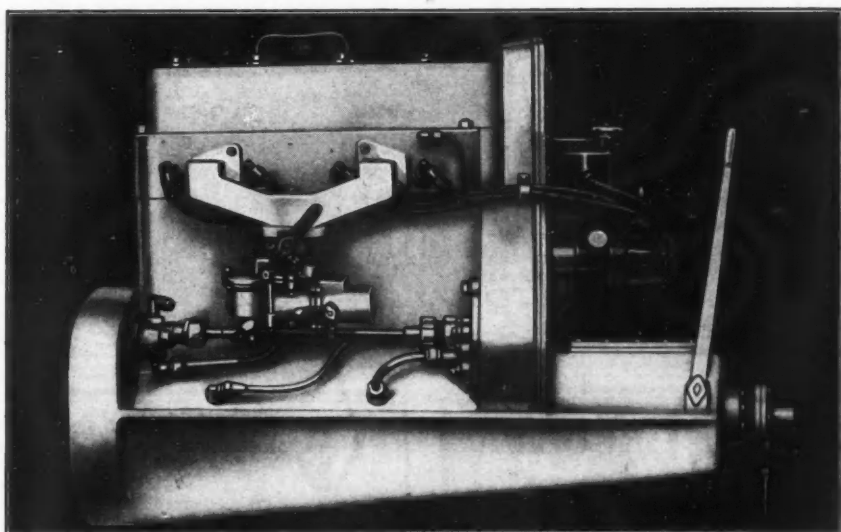
Class C, Div. II. 5 miles, First Heat:

(Continued on page 220)

JUNE, 1929

VAN BLERCK JUNIOR

The 1929
Motor Sensation
Now On Display at Dealers
and Boat Builders Throughout the World



Motor Complete with Electric Starter, Generator
and Enclosed Joes Reverse Gear—165 Pounds

Price Complete
\$390.00

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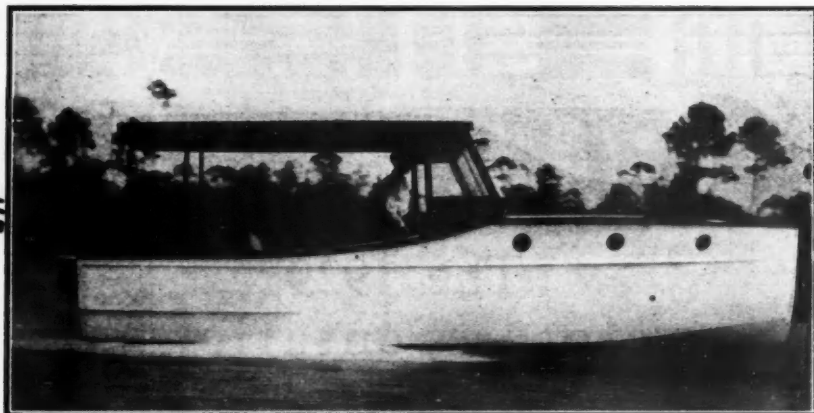
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SCRUGGS CRUISABOUT 21 MILES WITH 25 H. P.

Two permanent spring berths, toilet, lockers, icebox and stove. Cockpit has full headroom and space for two folding cots.

Length 20 ft. 6 in. Beam 6 ft. 10 in.

PRICE \$920

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Fast Yacht Tenders and Sportsmen's Skiffs

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SPECIAL
Speed Wheels

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OUTBOARDS

are consistently establishing new records.
Make your outfit a winner by using a Stannus
Wheel. Price: \$10.00

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Every genuine wheel is stamped with the name Stannus



Safe Boats that are FAST!

For 1929 you are certain of the same wonderful boat performance and dependable construction which have made

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the outstanding boats of the past two seasons. Improvements in hull design and interior arrangement are in keeping with our policy of progressive outboard development.

8- 11- 12- and 15-FL. Skins for

FAST TENDER and FAMILY SERVICE

LYMAN BOAT WORKS, Foot of First St., SANDUSKY, OHIO
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NON-SINKABLE

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SPEEDY AND ABSOLUTELY SAFE

Air-tight bulkhead makes it non-sinkable. Patented design makes it non-capsizable. All metal, frameless construction, electric welded. 30 M.P.H. with four passengers. 35 M.P.H. with one passenger. Write for literature and price.

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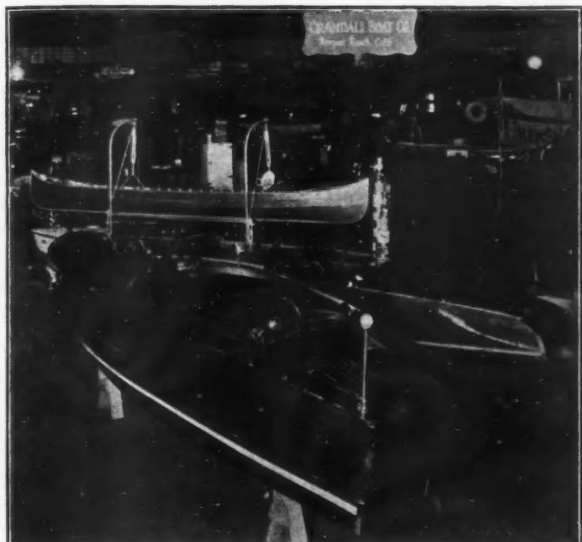


Exhibit of "CRANDALL CRAFT" at the Pleasure Boat Show, San Francisco, Calif., April 27-May 4, 1929

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Announcing the "CRANDALL CRAFT"

19-FOOT STOCK RUNABOUT

Ready for immediate delivery.

All mahogany, double cockpit, runabout for either, outboard or inboard motors. Length, 19 feet; beam, 54 inches (water line).

Standard equipment includes: Nickel-plated cut water, gunwales, fenders, bow and stern lights, and steering wheel. Ten gallon gasoline tank with Auto Pulse and equipment. Lifting rings. "V" type wind shield. Upholstered spring cushions. Automatic bilge bailer. Finished in natural mahogany.

Completely equipped, without motor \$1045.00

With 4-cylinder outboard motor \$1350.00

Inboard model completely equipped with Universal 45 H.P. motor, including electric starter \$2175.00

Prices F.O.B. at either Newport Beach, Calif., or Eagle River, Wis.

NOW READY
Outboard Rules for 1929
and
How to Run an Outboard Regatta
Price 25 cents

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The Magic Boat

\$165

F.O.B. Factory

Hemming Larsson, the conditions of great turbulence, has witnessed the devastating speed and strength of a tropical hurricane in the famous Typhoon. It is a 18'6" racer of finest construction. A thrilling performer and rugged enough to withstand the severe punishment of outboard racing. Priced at \$165.00, the Typhoon is the outstanding small boat value on the market.

Another Magical Achievement—The "TRADE WIND"
A 18'6" double cockpit family sea skiff runabout. It combines the dependability—comfort and dignity of the Trade Winds with the remarkable speed of 35 miles per hour. Priced at \$215.00 it offers more boating advantages than any other craft anywhere near this price.

Hemming Larsson Boat Works, Marinetta, Wis.

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Before purchasing
send for our
complete catalogue
and low price

CAPE COD BABY KNOCKABOUT

This model is brought out to meet the demand of various yacht clubs and individuals, a number of yacht clubs having adopted this boat as a standard racing class. Some clubs have fleet of 30 boats. All Cape Cod boats are standardized built.

POWER DORIES AND LAUNCHES

20 foot Motor Dories. Safest sea-going family boat built.
20 foot Runabout. Four cycle, four cylinder engine. A beautiful job.

OUTBOARD MOTORBOATS
Various models for high speed, general utility and sea-going.

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Showroom, Main Office and Works, Wareham, Mass.
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ROWBOATS
10, 12, 14 feet long. Of various models. Strong, well-built and safe.

Century Cyclone

Smashes Records

Wins Col. Green Trophy

and

Pan American Championship



CENTURY Cyclone inaugurates the 1929 racing season with startling performance. At Mt. Dora, Florida, Malcolm Pope at the wheel of Flying Rug, a Century Cyclone, captured first honors in the Class D event. At the Miami Beach Regatta Lookinback Kid, also driven by Malcolm Pope, captured the Col. Green Trophy in competition with twenty-one other boats. And finally at the Havana Regatta Century Cyclone is crowned the Pan-American Champion.

Such demonstrated merit removes all uncertainty from the purchase of a racing hull; it makes your choice of a Century Cyclone a sure investment in flashing, winning speed.



Other fine sister craft to the Century Cyclone are the Century Sedan, Century Sea King, Century Kid, Century Traveler and Century Traveler Jr. Full information on these fine craft is available at your request.

Details and specifications on the Century Cyclone, the fastest racing craft made, sent upon request

CENTURY BOAT COMPANY
MANISTEE, MICHIGAN

LAKE ELSINORE'S SPRING REGATTA

(Continued from page 216)

1. Sun Kist Kid III, Miss Loretta Turnbull, Lake Elsinore Y. C. Time: 8:19. Disqualified.
 2. Miss Salton, Clarence Holt, Elsinore. Time: 8:31.
 3. Fire Fly IV, Chas. Holt, Los Angeles. Time: 8:33.
 4. Bonnie Lass, John Graham, Elsinore. Time: 8:38.
- Second Heat:
1. Blue Streak, H. G. Ferguson, Elsinore. Time: 8:15.
 2. Flying Scotsman, Floyd Pierce. Time: 8:27.
 3. Bonnie Lass, John Graham, Elsinore. Time: 8:34.
- Point Score:
1. Miss Salton, 656. 2. Firefly III, 650. 3. Bonnie Lass, 648.
- Class C, Div. I, 5 miles, First Heat:
1. Miss 233, B. M. Lane, Los Angeles. Time: 9:34.
 2. California Flyer, John Adams, Pasadena. Time: 9:40.
 3. Sunkist Kid I, Raymond Turnbull, L. E. Y. C. Time: 10:5.
- Second Heat:
1. Sunkist Kid I. Time: 9:9.
 2. California Flyer. Time: 9:36.
 3. Miss 233. Time: 9:43.
- Point Score:
1. Sunkist Kid I, 724. 2. Miss 233, 724. 3. California Flyer, 722. Sun Kist Kid won on fastest time.
- Class E, 10 miles, First Heat:
1. OoHoo, G. C. Speegle, Watsonville. Time: 16:15.
 2. Black Maria IV, Al. Thomson, Los Angeles. Time: 17:20.
 3. Ashbridge Flyer, Fred Ashbridge, Wilmington. Time: 23:27.
- Second Heat:
1. OoHoo.
 2. Black Maria C25, Stewart.
 3. Black Maria, Al. Thomson.
- Point Score:
1. OoHoo, 800. 2. Black Maria, 685. 3. Ashbridge Flyer, 613.
- El Nido Sweepstake, Free-for-all, one heat, across Lake:
1. Blue Streak, H. G. Ferguson, Elsinore. Time: 7:59.
 2. Bonnie Lass, John Graham, Elsinore. Time: 8:00.
 3. OoHoo, G. C. Speegle, Palo Alto. Time: 8:1.

CURB THE NOISY OUTBOARD.

The controversy in regard to the annoyance caused by the unmuffled outboard motor has developed now from the protests of certain individuals to such a serious point that it is nationwide in scope and legislation is threatened in several states to hamper outboard activities.

If outboard drivers, yacht clubs, and outboard organizations would co-operate on this point the necessity for any such legislation, which would certainly prove harmful to the industry in general would immediately be obviated.

The difficulty does not lie in the motors themselves. Outboard motors today are being equipped with silent underwater exhausts and efficient mufflers which make them no more objectionable than the inboard motor. The fault is rather that of the individual driver, who with a lack of consideration for everyone within ear shot of the bark of his machine-gun-like exhaust, runs his motor without adequate muffling for the sake of an extra fractional part of a horsepower.

For the benefit of everyone—the public, the drivers themselves, and the outboard industry as a whole—let's co-operate on this and make legislative restrictions unnecessary.

FLORIDA YACHT CLUB REGATTA

The increasing water-consciousness of Jacksonville was evidenced by the great crowd that turned out for the annual regatta of the Florida Yacht Club. The events were well run, with Franklin G. Russell, Jr., as Chairman of the Regatta Committee.

The outboards leaped about in the air due to the rough sea, ran into each other and provided great amusement, as usual. Howard Coffin's Seal Island came down from Brunswick and walked off with the championship of the St. Johns. The prettiest race of the afternoon was among the express cruisers. Sidney Simmons driving the veteran Fairform Flyer Minim belonging to David M. Goodrich of New York—a cruiser that has been from Maine to Florida—ran away with the event being a mile in the lead at the finish. The Fairform Flyer Brunonia, belonging to Commodore Leslie N. Bushnell of the Oyster Bay Yacht Club, just launched a few days before and hardly tuned up, and driven by Betty Huckins, came in second, with Leon Cheek's express fisherman a close third.

JUNE, 1929

A Great Little Sea Sled

*There are two sorts who can
get the top limit of
satisfaction out of Model 16—
YOU and the other fellow*



ONE sort is the man who hasn't facilities for a bigger boat—dock—mooring—water front—or crew, and yet wants a craft which won't put a whole shipyard on his pay roll every time she needs a spot of paint or varnish, and more than all, one that's light, fast and utterly seaworthy for daily use.

The other is owner of a fleet, who can hang a Model 16 to the davits of his big cruiser just as suitably as he employs a swagger station wagon as part of the fine equipment of his estate ashore.

These are the two kinds of people who profit best by these swift, handsome, mahogany run-

abouts. Your only job is to sort out which is *you* and place your order accordingly.

Model 16 is the smartest affair in her line—the ablest—and the best looking, judged from the standards of capacity and endurance. She will give you speeds of from 25 to 33 M. P. H. based on power and load, and she is Sea Sled built from her double planked, copper riveted mahogany bottom, right up to her long, polished mahogany decks.

A Dealer Possibility

Sea Sleds are getting to be more and more a dealer proposition, judging from current sales. Several more dealers located at just the right spots could do some extremely good business by getting in touch.

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Thompson's famous Hi-Speed Step Planes. Plane quickly, ride level and smooth and take sharp turns with safety. Will not "trip" when riding the wake of other boats.



OUTBOARD "FAMILY" BOATS

New speedy Models—Strong, comfortable and safe. For any outboard motor. Winner of Milwaukee-Chicago Marathon. Prices, \$78 and up.



ROWBOATS

Square Stern Rowboats—Made both smooth sides and lap strake construction. Steady, seaworthy and easy to row.



Prices, \$38.00 and up.

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30 Miles per Hour. Strictly up-to-date models. Fast, handsome craft, with either 4 or 6 cylinder engines at money-saving prices.



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"65% of the racers including the winner and runners-up wore UTE in the New York-Albany Marathon."

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ONE-PIECE Waterproof and Windproof of double texture cloth with rubber vulcanized in between. Famous Rust-proof Hookless Talon Fastener at front and sides of legs. Waterproof elastic at wrists, ankles and waist. Small spat to cover shoes. Easily put on—weighs but 36 ounces. Detachable Hood.

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(The All-Weather Utility Suit)

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If your dealer does not already stock UTE, send us your check and measurements and we will ship you UTE postpaid. Sizes—Small, Medium and Large. Extra Large 10% extra.

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Philippine INDOAKO Wood

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Was used for planking the
"FLYING RUG"

driven by Malcolm Pope, famous
outboard racer and stunt driver

Because the Century Boat Co., Builders, know that Philippine INDOAKO Wood is strong, lightweight and will hold the fastenings under tremendous strain.

When you buy or build your next boat, be sure the Planking as well as all other Important Parts are constructed of Philippine Indoako Wood,—don't be content with something "just as good"!

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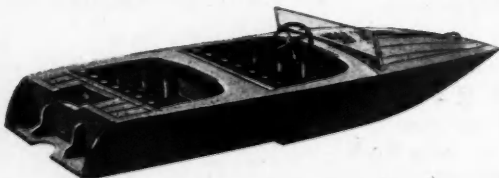


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OPEN RUNABOUT

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Dealers: Splendid opportunity with Step-Sleds. Good territories still open.

Write or wire us for most profitable line now on the market.

Step-Sled Boats are now available to dealers through the time purchase plan of the Bankers Commercial Securities Co., New York

PATE-PARKES MFG. CO., Nashville, Tennessee, U. S. A.

"STEP-SLED THE ULTIMATE, FINE, LOW COST WATER TRANSPORTATION"

JUNE, 1929

AUTOCRAFT

(REGISTERED)

ALL the vast production resources and engineering talent of five great manufacturers of automotive power and transmission equipment—each a leading specialist in his line—are co-ordinated and directed into a single channel, to supply complete marine power-plants, and control equipment to boat-builders and boat-users, through a single source.

Boats built by the largest stock-boat builders or by smaller boat-builders, and equipped with the motors, transmissions, gears, clutches, controls, etc., as described above, will be known throughout the world as AUTOCRAFT.

AUTOCRAFT will demonstrate a standardized system of control, equal in simplicity, convenience, comfort and safety to that of the modern automobile, with maximum undivided cock-pit space, improved handling under all conditions, and a more efficient application of power.

Hulls with this equipment will evidence the best in power accessories and marine engineering available, under a definite and clearly defined selling policy, without duplication of selling effort, and with a minimum of selling expense—all secured from the single outlet, which operates with a lower overhead than prevails in the larger institutions.

This unified equipment for AUTOCRAFT will be attractively priced.

Watch next issue for full particulars.

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HELMA is one of a number of well designed, well built, practical models we can recommend for family service.

WHATEVER your outboard needs we can help you secure a satisfactory outfit.

Possibly we can help you get better results out of your present motor.

Boats, motors, accessories, or repairs
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— STURGES — Outboard Motor Hoist Simplifies the Handling of Your Motor



Patent Applied for

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Club Floats
Service Stations
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THIS special Sturges Hoist for outboard motors will easily and quickly raise or lower your motor and simplifies the problem of attaching or removing it from the boat with absolute safety. This equipment is essential for handling the present day large outboard motors. With the Sturges Outboard Hoist you can launch your boat and affix the motor without assistance or strain and in less time.

Yacht Clubs, Service Stations and Regatta Committees will find the Sturges Hoist an invaluable addition to their facilities. It may also be installed on your cruiser to handle the dinghy. It is strongly constructed and designed to lift loads up to 300 pounds with ease.

Write today for descriptive literature and price.

STURGES ANCHOR HOIST

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Double Production for 1929 Enables Us to Offer the Famous **ASHBRIDGE FLYERS**

Class B or Class C

\$150.00

Class D—\$175.00

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Perfect Streamlining

Lighter Weight—Wider and Faster

First Race of the Season on the Pacific Coast

WON BY OUR NEW RACER

San Francisco Bay, March 24th

Balboa—Southern California Outboard Association—April 7
Brownie—1929 Flyer, driven by C. E. Martin wins five Firsts with Class B Engine

Improved Knock Down Hulls, \$67.50, or **PARTIALLY ASSEMBLED**, as chines and side ribs fastened to freeboards, transom and step completely made, \$72.50. Mahogany sides and bottom, Spruce frames. California's latest wood deck.

Class B, 44" x 11' Weight 72 lbs.

Class C, 47" x 12' Weight 78 lbs.

Class D, 50" x 12' Weight 95 lbs.

Smiling Dan IV—151 Class hulls, knock-down—\$188.00

Finished Hull, \$488.00. Weight 296 lbs.

Steering Wheels Installed at Additional Costs

Ashbridge DeLuxe Outboard Runabout, 16' and 18'. Seaworthy, double cockpit, double concave racing bottom, stepless. Chrome plated fittings, remote throttle control on steering wheel. Weight 325 lbs.—\$379.00.

Immediate Delivery

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131 Coleridge Street East Boston, Mass.

Elsinore Wins Again

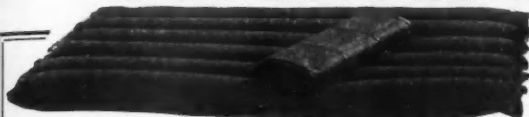
Blue Streak has been announced the winner of "Rudder" trophy for fastest time in 1928; Bonnie Lass and Flying Scotsman, her sister boats, present holders of six official records, were built by

Lake Elsinore Boat Works

ELSINORE, CALIF.

These World Championship hulls are now available to the Outboard racer at moderate prices.

Buy ^{AN} Airubber PAD and FLOAT



NOW! For your speed boat. Best by far. To cushion the jump shock. To prevent aching hips, knees and elbows. To keep you out of the spray wash or bilge. An Airubber Pad and Float. Strong khaki jean, rubber inside, all-vulcanized.

Pad shown above inflated and deflated is the No. 517, special light weight, weighing only 4 lbs. Price \$10.00. Other popular sizes, in standard weight:

No. 521-25" x 26 1/2"	\$ 7.00
No. 332-30" x 40"	12.50
No. 535-36" x 26 1/2"	10.00
No. 542-42" x 26 1/2"	11.50
No. 517-48" x 26 1/2"	13.00

Numerous other sizes, in one and more sections; multiples laced together. We assemble standard sections to fit your boat without extra charge.

Will not water-soak. Adds extremely little weight. Strapped in, helps keep boat afloat if upset or swamped; loose, makes an excellent life raft. And the best boat, house-boat, cottage or camp mattress.

NEPTUNE LIFE PRESERVER

Official equipment for all U. S. Navy sea-planes. Worn deflated—so light you don't notice it. Inflated in a jiffy with two blows—valves close to mouth. Weight 17 oz. Price \$5.00.

Airubber
DEPARTMENT

Sold by best outfitters. If not displayed please write. Folders and 2-qt. camp water carrier mailed FREE.

N. Y. Rubber Corp., Box 48, Beacon, N. Y.



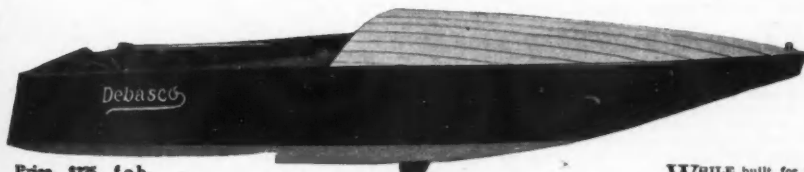
"Open up"
and
skip along!

Wings of spray and a frothy wake! There's a real thrill in this Old Town sea model. Properly designed to keep her nose level when you "open up" the outboard motor. You'll be proud of her clean aristocracy of line and graceful design—and she'll churn blue water into white at an astonishing clip.

Like all Old Town models, this craft is sturdily built, tough and durable, and remarkably easy to handle. Write today for free catalog. It shows and prices many light, water-tight models. Paddling, sailing and square-stern canoes, extra-safe Sponson models, dinghies and sturdy family boats. Also speedy craft for outboard motors—racing step planes and hydroplanes. Old Town Canoe Co., 966 Middle Street, Old Town, Maine.

"Old Town Boats"

DEBASCO JUNIOR — A New Class B Racer



Price, \$225, f.o.b.

Length, 10 ft.; Beam, 48 in.; Weight, 115 lbs.; Transom, one-piece Philippine Mahogany. Sides, one-piece Philippine Mahogany. Bottom, Philippine Mahogany-battened. Frames, spruce. Decking, highest grade blue and gold Fabrikoid. Fastenings, copper rivets, brass screws, and mahogany knees. Finished with several coats of Valspar Varnish.

DELAWARE BAY SHIPBUILDING CO., Inc., Custom Yacht Building, Leesburg, N. J.

Mention OUTBOARD MOTOR BOATING, 57th St., at Eighth Ave., New York



DRIVE THIS SPEEDY CRAFT

But Save 2/3 Average Price
by Building It Yourself

Fast, racy, graceful—man, what a thrill! Give her the gas and tear away from all competitors. Make 'em ride your wake—this little Stepper can do it.

And you can own this boat with a 2/3 saving. We send you the parts — cut and numbered — you assemble them according to clear, simple instruction sheets. When she's finished you're ready to win any race you put her in.

Or if you prefer another type of craft, there are 55 designs to choose from. Write today for complete catalog—pick your boat and be ready for the fine days of summer. Send 10c to cover catalog mailing charges.

BROOKS BOAT COMPANY, INC.

Dept. 3F, Saginaw West Side, Mich.

A RECORD!

Have you ever tried for one with your boat? No need to enter a race to enjoy the thrill of speed! Race against time the fifth second reckoning of a PASTOR!

The PASTOR is a dependable watch with a fifth second stop-watch attachment independent of the movement. Times races, speed of your fly-wheel, shafting, gears, etc. PASTOR has nickel finish case and unbreakable crystal. Fully guaranteed. Sent C. O. D. \$9.95. Send for one today!

No. 100—Yacht Timer \$15.00.

No. 3—1/5 Second, 30 Minute Register Timer \$12.55.

STERLING STOP-WATCH COMPANY

Dept. M, 15 East 20th St. New York, N. Y.

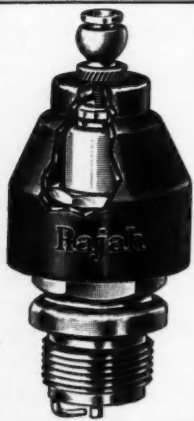


Companion Boat
to the Famous

DEBASCO CHAMPION

WHILE built for Class B racing the DEBASCO JUNIOR is of such sturdy construction that it will carry with ease the larger motor. This is more than a one season boat. The bottom has been so designed and the step up arranged that the boat planes with ease and while planing only a very small portion of the bottom is in the water, eliminating resistance. We predict new records with this boat.

New SPARK Hood Prevents Shorts



The new Rajah Bakelite HOOD will prevent water and spray from shorting your spark plugs.

Fits all makes of spark plugs.

Completely shields porcelain, thereby lessening danger of breakage. Easy to install—attached or removed in a second.

Especially made for Outboard Motors and Open Boats.

Order today from your dealer or send direct to us.

THE RAJAH COMPANY
BLOOMFIELD, N. J.



RAJAH SAFETY NIPPLES stretch over the terminal and insulator of any plug, making a watertight job. Also fits new bakelite HOOD.



Sport Model

Safety Model

Speed Model

DOLPHIN AKWA SKEES

3 to 50 Miles An Hour

SELF-BALANCING water skis, better riding and more easily controlled than an aquaplane. No diving, scramble or spills—just thrilling speeds. Easily towed by any type of craft from outboard boat to cruiser or speed boat. Price \$15 to \$35 per pair.

DOLPH, a game to play on Akwa Skees, aquaplanes, etc. Set \$5 to \$15.

If your local boat or sporting goods dealer cannot supply you order direct

LIBERAL DEALER DISCOUNTS

DOLPHIN AKWA-SKEE COMPANY
Huntington, Long Island, New York



GET YOUR BOSSERT PIRATE NOW!

WARM weather is here—boating season is beginning to get under way—stay away from the dust and din and don'ts of the traffic jammed auto highways—get your Bossert Pirate now and begin having real sport this summer.

Bossert Pirates are built at the Bossert 32-acre plant and are backed by the Bossert half-century reputation.

BOSSERT PIRATES

Better Boats for Less Money!

Bossert Pirate, Jr.\$330
Bossert Pirate Kid\$265
Bossert Pirate Kid Knockdown.....\$98

For further particulars either see your local dealer or write us.

LOUIS BOSSERT & SONS, Inc.

1345 GRAND STREET

BROOKLYN, N. Y.

COMBINATION POST LIGHT AND FLAG POLE SOCKET

For Class 1 and Outboard Boats
The sturdy one-piece construction of this light makes it ideal as a towing post. Made in one-piece casting; brass or aluminum highly polished.



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B. & B. Type

We save you money. Write for catalog showing prices and be convinced. We specialize in repairing propellers.

Racing Propellers for Outboards

BRYANT & BERRY PROPELLERS

1282 LILLIBRIDGE STREET

DETROIT, MICH.

ACME

And Fine Craftsmanship

Acme Wasp, 10 ft. 6 in. Speed Boat Acme Runabout, 16 ft. Utility Boat
Acme Cabin Cruiser, 18 ft. Family Touring Craft

Which of these three Acme built 1929 models best meets your needs—the WASP for record speeds, the RUNABOUT for both speed and general use, or the CABIN CRUISER for touring trips?

All three outstanding in design and agility. All possess the ruggedness and reliability characteristic of Acme with nearly 40 years boat building experience to draw upon.

NOTE—The Wasp has already shown her ability to "go" in 9 important races. Have us tell you about them, if interested in speed, or about the Runabout and Cruiser if you prefer them.

Send for Photographs and descriptions. Dealers—get Acme proposition.
The Acme Boat Co., 611 Oak St., Miamisburg, Ohio



Unbeaten Records Held by HERBST BOATS

Class A—4-Mile Amateur
Bumble Bee, Wilmington,
N. C., October 5, 1928
Speed, 25 M.P.H.

Class B—4-Mile Amateur
Bumble Bee, Wilmington,
N. C., October 5, 1928.
Speed, 33.33 M.P.H.

Class B—4-Mile Free for All
Bumble Bee, Wilmington, N. C., October 5, 1928.
Speed, 33.57 M.P.H.

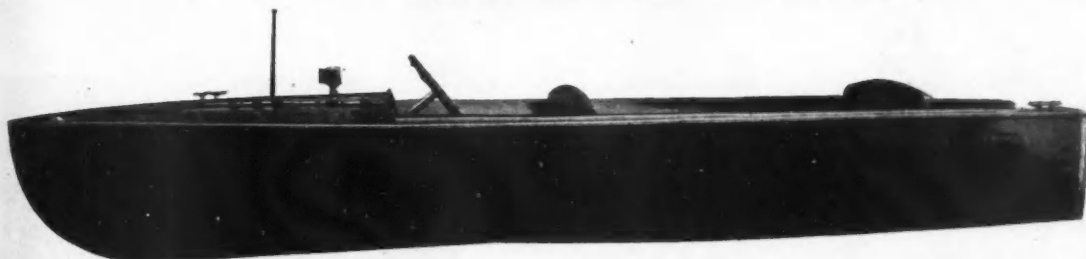
Class C—4-Mile Amateur
Rubber Baby II, Wilmington,
N. C., October 5, 1928
Speed, 35.38 M.P.H.

Class C—4-Mile Free for All
Rubber Baby II, Wilmington,
N. C., October 5, 1928
Speed, 35.55 M.P.H.



Julius T. Herbst at the wheel of Spirit of Atlanta who bettered last year's record in the Albany to New York Marathon by 40 minutes and 55 seconds.

Introducing a New HERBST Family Runabout Designed for Class B Motors



THIS new member (Model H) of the Herbst fleet of racing hulls and family runabouts is a fourteen-footer with a fifty-four inch beam having a passenger capacity for five adults without crowding. It is mahogany planked, with Goodrich Aeroboard Rubber Bottom optional. It's a safe and sane boat for all members of the family. It has a beautiful piano finish and is fully equipped with cushions, steering wheel, forward gasoline control, electric running lights, self-bailer, brass cut water and stern binding. While designed particularly for Class B motors, giving a speed of 20 M.P.H., the new Model H has a speed of 25 M.P.H. with a Class C Motor and 30 to 35 M.P.H. with a Class D motor. It handles with extreme ease and rides smoothly on an even plane. Price \$325.00. With Rubber Bottom, \$375.00. Folding windshield \$15.00 additional. All prices f. o. b. factory.

Write today for complete details on this new model and other Herbst boats.

Goodrich Aeroboard Rubber Bottoms are available on any model at small additional cost. Aeroboard will not shrink nor crack; it is non-absorbent; it is not affected by worms and has fewer joints than wooden hulls.

HERBST BOAT WORKS, INC.

WILMINGTON, NORTH CAROLINA

Builders and Designers

OUTBOARD RUNABOUTS

OUTBOARD RACING HULLS

OUTBOARD CRUISERS

HERBST BOATS WIN

Mention OUTBOARD MOTOR BOATING, 57th St., at Eighth Ave., New York



1ST... 2ND... 3RD

*In all Class "B" Events at the
Miami Florida Regatta
the Season's Outstanding Event*

CAILLE proves again they are the *Commanders* of the Waterways

JUNIOR
5-speed Twin

MASTER
5-speed Twin

COMMODORE
Class "B"

CHAMPION
Class "B" Racer

FLASH
Class "B" Super-Racer

ADMIRAL
Class "C"

MONARCH
Class "C" Racer

STREAK
Class "C" Super-Racer



Since its remarkable triumph in the Harmsworth Trophy Race at Detroit last fall, Caille has continued to gain victory after victory in regattas throughout the country. "40 wins" already in Florida alone this season are merely part of Caille's outstanding record. These victories are not only impressive but they hold a world of meaning for prospective buyers of outboard motors. They prove that Caille motors possess something more than unusual power, speed and dependability. Theirs is that extra



stamina and ruggedness which enable them to withstand the most severe usage and most gruelling conditions to which a motor can be subjected. For whatever purpose you want an outboard motor, your logical choice should be a Caille.

**Caille Motor Company, 6214 Second Blvd.
Dept. A**

Detroit, Michigan, U. S. A.

Distributors and Dealers throughout the United States

Canadian Distributors: Canadian Fairbanks-Morse Co., Ltd., Montreal, Que.

Export Department: 116 Broad Street, New York City



FLASH

Class "B"—Model 36 —
The super-racing motor that
won 1st, 2nd and 3rd at the
Miami Regatta. A sure
winner always.

STREAK

Class "C"—Model 46 —
Another super-racing motor
that we predict will prove
the fastest ever produced
in this class.

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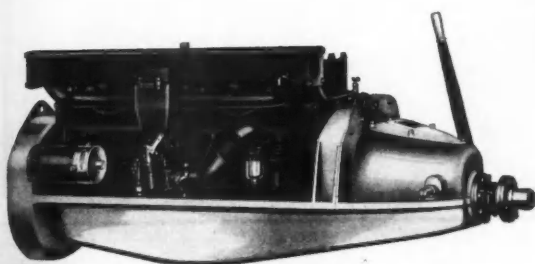
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48

Engine Builders Standardize on Joes Gears

Leading engine builders say "Leave gear building to the specialist." The increasing number of them who standardize on Joes Gears shows that they take their own advice.



The GRAY

—another member
of Joes circle of
friends

Don't Ask For Testimonials!

—says Geo. H. Nablo,
Sec., Gray Marine Motor Co.

"Please do not ask us to send you any testimonial letters, because we do not feel that a letter of this kind means very much to the public. The fact that Joes Gear is standardized equipment really is the whole story, and is more important than a page of mere words."

For Bulletin 27A describing Joes Gears, also a 1929 vest-pocket calendar, compass card, and "Rules of the Road," write the Snow and Petrelli Mfg. Co., 19 Fox Street, New Haven, Conn.

JOES FAMOUS REVERSE GEARS

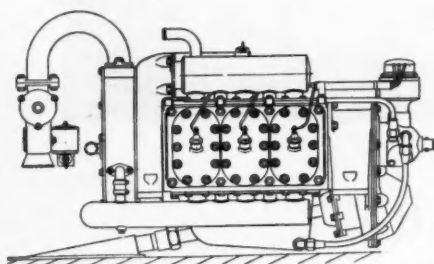
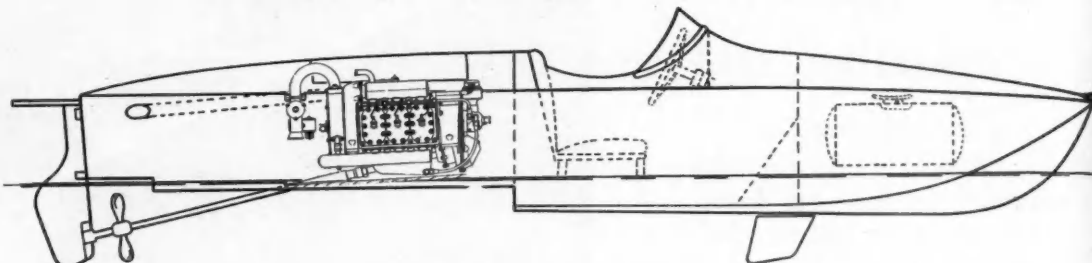
REVERSE 80%~88%
of Motor Speed

Sales and Service in 30 Ports —

New York.....	Sutter Brothers
Boston.....	Gray-Aldrich Co.
Phila.....	W. E. Gochenaur
Baltimore.....	Mahon & Gall
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Galveston.....	Gal. Marine Sup.
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Seattle.....	Pacific Marine Eng.
Chicago.....	W. L. Masters
St. Louis.....	Wm. Grossmann
Detroit.....	H. N. Smith & Co.
Grand Rapids.....	Mieh. Wheel Co.
Cleveland.....	Wm. F. Meier
Clayton, N. Y.....	St. Lawrence River Motor & Machine Co.
Rochester, N. Y.....	V. E. Lutz
Vancouver.....	Hoffer-Boeschling
Toronto.....	A. R. Williams
N. B. Can.....	McAvity & Sons
Newfoundland.....	John Barron
Buenos Aires.....	Joco Danham
Canada.....	Can. Fairbanks Morse
Rotterdam.....	Fred J. Kemper
London.....	J. King & Co.
Melbourne.....	Asmo Cycle Co.

Creating a New Type 151—Hydroplane

The Linthwaite 150 H.P., Two-Cycle Six Unit Racing Engine Provides a New 151" Class

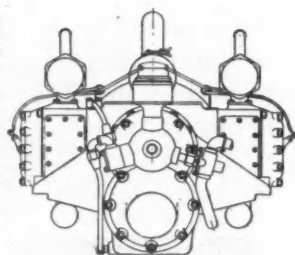


STARBOARD SIDE

THE Linthwaite six unit opposed 151" class motor allows many innovations for this class of racing hull. Such as installation of motor aft of the cockpit, shorter and straight exhaust pipes, shorter drive shaft, fireproof screen between motor and driver, clear vision for driver in addition to providing for a boat that is both a successful racing hull and a useful runabout. The Linthwaite motors have built-in gear box and angular drive. It weighs only 300 lbs. and is blower charged.

Deliveries will be made in ample time for this year's racing.

Write today for further particulars

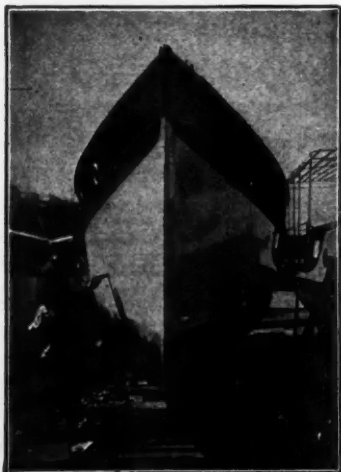


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O. C. LINTHWAITE

CULVER CITY, CALIFORNIA

KEYPORT, NEW JERSEY



1889 40 Years of Successful Paint-Making 1929

"New Jersey"

Top and Bottom Paints for everything that floats

Everybody knows "New Jersey's" Three Leaders

Insist on getting these goods



"New Jersey" Ship and Deck Paint

The most satisfactory paint for use on spars, decks, floors, stairs, top sides and general woodwork. Used on canvas, wood or metal. Not affected by salt water.



"New Jersey" Copper Paint

An absolute protection against barnacle teredos and vegetable growth. Very smooth and provides a fast racing bottom.



"New Jersey" Yacht White

The most practical finish for a yacht. Dries with a rich velvety finish and is absolutely permanent. Can be washed and scrubbed.

Write for copy of "Davy Jones' Locker" booklet—tells you how to paint a boat. Will be sent free.

NEW JERSEY PAINT WORKS

HARRY LOUDERBOUGH, INC.

Wayne and Fremont Streets

Jersey City, New Jersey

Sold by all marine supply stores—send for color cards and name of nearest dealer

JUNE, 1929



One Pilot Had Fire as a Passenger But Pyrene Saved His Boat

More than 100 Outboards crossed the starting line in the Great Race from Albany to New York. 54 Finished.

90% of the racers carried
Pyrene Fire Extinguishers

Just another instance of Pyrene leadership
in the Fire Extinguisher Field.



Pyrene Manufacturing Company
NEWARK NEW JERSEY
ATLANTA KANSAS CITY  CHICAGO SAN FRANCISCO

929

NOW READY
Outboard Rules for 1929
and
How to Run an Outboard Regatta

Price 25 cents
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959—8th Avenue, N. Y. City

"PERKO" PRODUCTS

For every size and type of craft afloat



Running Lights
(Cast bronze or sheet metal)
Lighting Fixtures
Binnacle Heads
Searchlights
Mahogany Pole Lights
Hardware Fittings
Emergency Gas Cans
Bilge, Basin and Galley
Pumps, etc.

Write for Booklet 46
Let "PERKO" be your guarantee
PERKINS MARINE LAMP CORP. Watch for our July
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Topping Special Closet

Above or below waterline.

Prices on application. Discount to boat builders.

WITH NEW CLEANOUT PLUG IN BASE.

157 Varick St., New York



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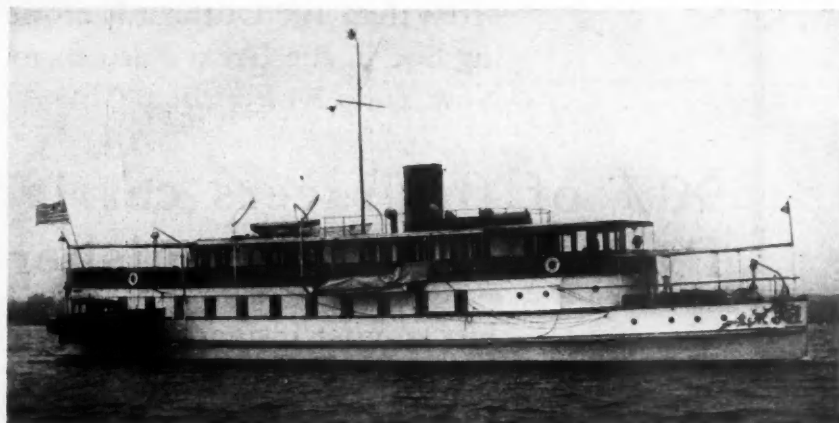
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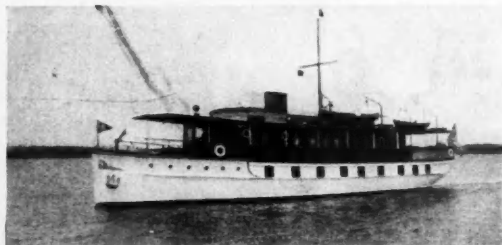
No. 2643—FOR SALE AT LOW FIGURE—Moomy twin-screw 120' power houseboat. Speed 12 miles per hour; two 220-H.P. Standard motors. Large deckhouse containing dining saloon and living room. Four double staterooms, three baths. Splendid deck space. Attractively furnished. Most comfortable yacht of type available. Cox & Stevens, Inc., 521 Fifth Avenue, New York City.



No. 3830—FOR SALE—Steel, twin-screw 145' Diesel yacht. Winton motors. Five staterooms, two baths. Two deckhouses containing dining saloon and social hall. All modern conveniences. Recently thoroughly overhauled at large expense and now in excellent condition. Price reasonable. Cox & Stevens, Inc., 521 Fifth Avenue, New York City.



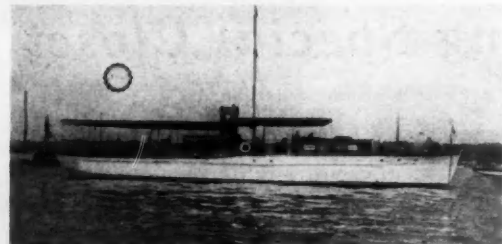
No. 5118—FOR SALE—Modern twin-screw cruising power yacht; 88'6" o. a., 18' beam, 5'6" draft. Built 1926 by well-known builder. Two 6-cylinder 80-H.P. Winton motors. Below large dining saloon, four staterooms, bath and two toilets. Deckhouse contains unusually large living room and owner's double stateroom with connecting bath. Spacious after-deck. Excellent condition. Price attractive. Cox & Stevens, Inc., 521 Fifth Avenue, New York City.



No. 4695—FOR SALE OR CHARTER—Twin-screw 93' Mathis houseboat. Speed 12 miles; two 8-cylinder 200-H.P. Winton motors. Three double, two single staterooms, three baths, large deckhouse containing pantry, dining and living room. Completely equipped. Price and further particulars from Cox & Stevens, Inc., 521 Fifth Avenue, New York City.



No. 5107—FOR SALE—Modern 67' twin-screw power yacht (houseboat type), new 1927. Speed 12 miles; two 6-cylinder 80-H.P. Twentieth Century motors. Three staterooms, bath and toilet room, large dining saloon with extension sofa, as well as large deckhouse, containing living room. Roomy after-deck. Opportunity purchase comparatively new craft at considerably less than cost of duplication. Cox & Stevens, Inc., 521 Fifth Avenue, New York City.



No. 2428—FOR SALE—Cruising power yacht; 75' long by 14'6" beam. Speed up to 14 miles; 8-cylinder 100/175-H.P. Speedway motor, new 1922. Independent electric light plant; hot water heat. Dining saloon in sunken deckhouse forward; aft two double staterooms and bathroom. Interior finish African mahogany and white enamel. Very handsome craft. Has had very best upkeep and is in first-class condition throughout. Price attractive. Cox & Stevens, Inc., 521 Fifth Avenue, New York City.



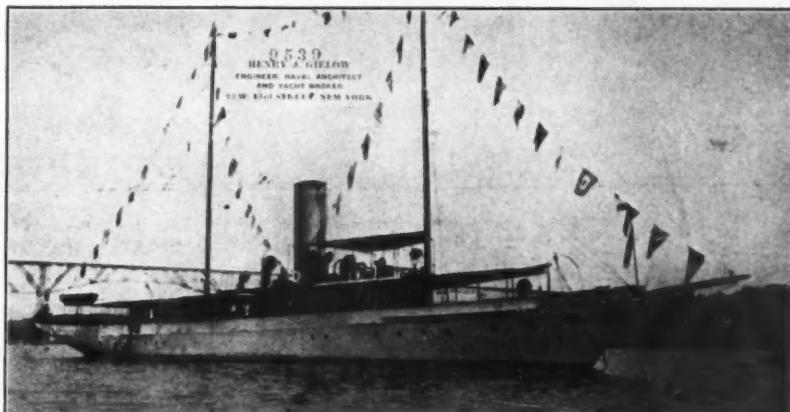
No. 5017—FOR SALE—Attractive fast twin-screw motor yacht, 68' long. Speed up to 23 miles. Two 6-cylinder 200-H.P. Sterling engines. Dining saloon and galley forward cabin. Two double staterooms and one bath aft. Ideal for commuting or day cruising. Cox & Stevens, Inc., 521 Fifth Avenue, New York City.

HENRY J. GIELOW INC.

Designers of America's Finest Yachts

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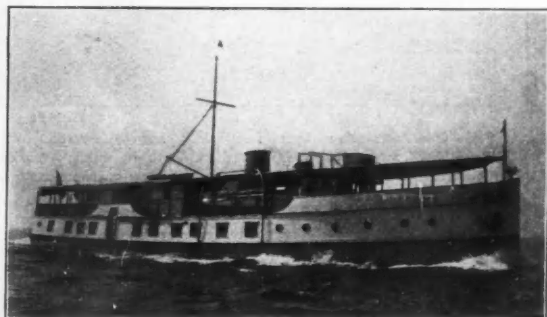
SINGLE SCREW SCHOONER. Length 175 ft., 5 in. Cruising speed 15 knots. Clipper bow. Dining salon, social hall and main salon. Two double, two single staterooms, two baths. Good condition and offered at a very reasonable figure.



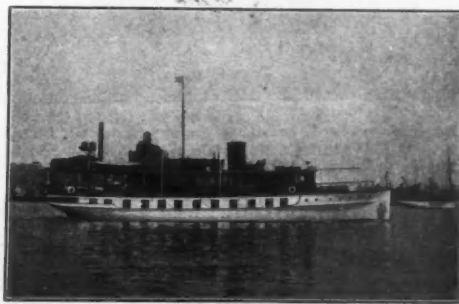
YACHT NO. 10222
Twin Screw Power Yacht length 68-feet. Speed 14 to 17 miles. Sleeping accommodations for eight. A boat as well kept and furnished as this one, is seldom found in the New York market.

What type of boat are you looking for? Those on this page represent but a few of the many yachts that we have listed for sale and for charter. This organization is prepared not only to supply you with the vessel which will exactly meet your requirements but will also arrange for all necessary details pertaining to its operation. Tell us of your desires. It is certain that we can be of material assistance to you.

For Sale or Charter



TRIPLE SCREW HOUSEBOAT. Length 120 ft., 9 in. Cruising speed 10 knots. Five staterooms, four baths. Finely fitted and furnished, and in excellent condition.



TWIN SCREW CRUISER HOUSEBOAT. Length 96 ft., 6 in. Cruising speed 13 miles. Splendid for Florida or northern waters and a very able sea boat.

NAVAL ARCHITECTS
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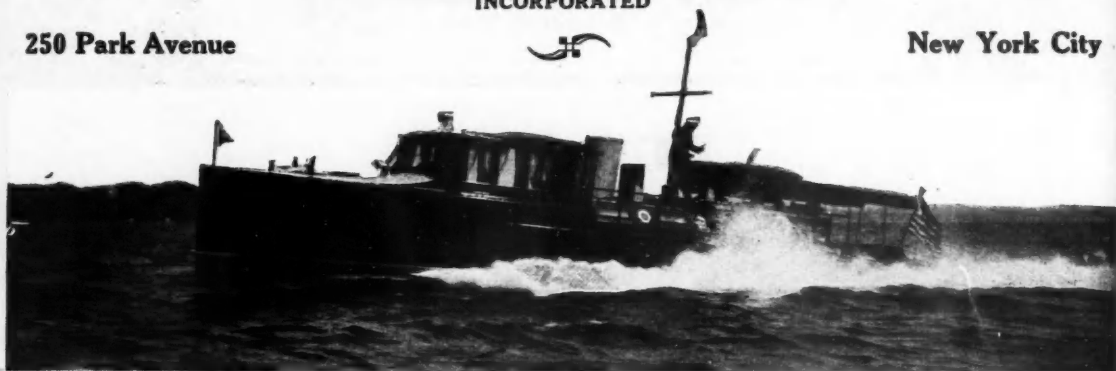
25 West 43rd Street, New York
Fisher Building Detroit.

PHONE BRYANT 7670
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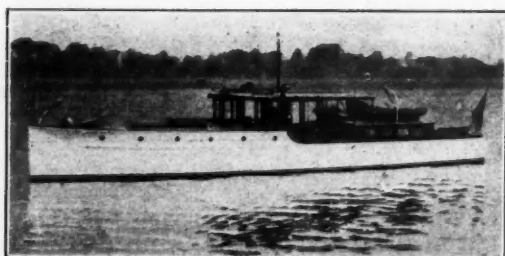
TAMS & KING INCORPORATED

250 Park Avenue

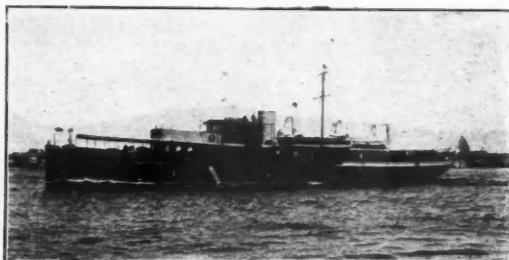
New York City



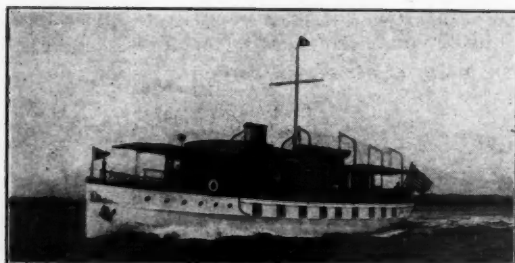
No. 8207—Express Cruiser for Sale. Length o.a. 50' Beam, 10'6". Draft 3'. Built and designed by Luders Marine Construction Co. in 1922. Powered with two Sterling motors.



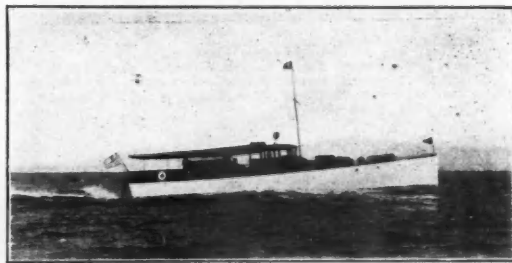
No. 9692—Express Cruiser for Sale. Length o.a. 64' Beam 12'2" Draft 2'8". Built in 1927 and powered with two Murray & Tregurtha motors.



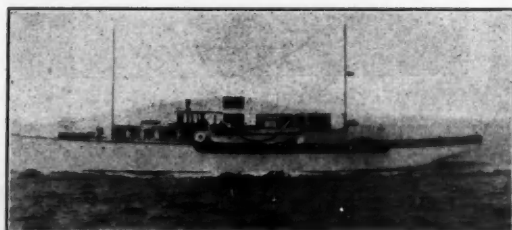
9027—145 Foot Steel Twin Screw Diesel Yacht For Sale. Thoroughly overhauled and refinished this year. All new furniture and interior decoration. Ready for inspection.



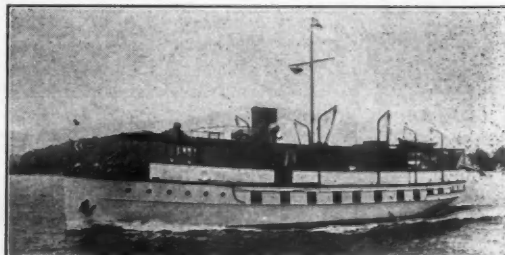
1766—This unusual houseboat cruiser for sale. Length o.a. 92 ft. 2 ins. Beam 18 ft. Draft 4 ft. Designed and built by Mathis Yacht Building Co. Powered with two Winton motors.



9969—This attractive boat for sale. Length overall 65'5" Beam 13'7". Draft 3'9". Designed and built by Luders Marine Construction Co. and powered with two Winton gasoline motors.



7731—This exceptionally fine Diesel yacht for sale. Length overall 102' WL 94'3". Beam 18'. Draft 5'6". Designed and built by the Luders Marine Construction Co. Powered with two Winton Diesel engines.



No. 1848—Houseboat For Sale—Length o. a. 92 ft., Beam 18 ft., Draft 4 ft. Designed and built 1926 by Mathis Yacht Bldg. Co. Powered with 2 Wintons.

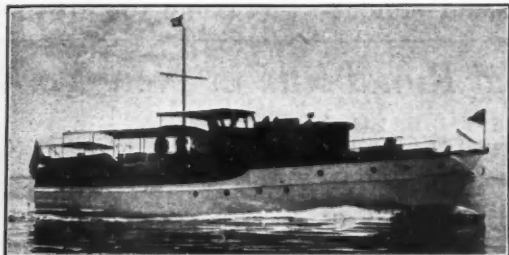
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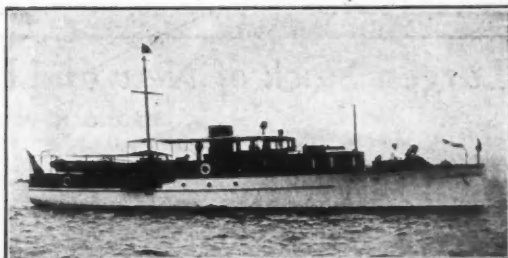
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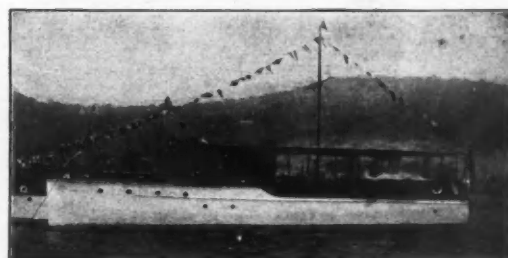
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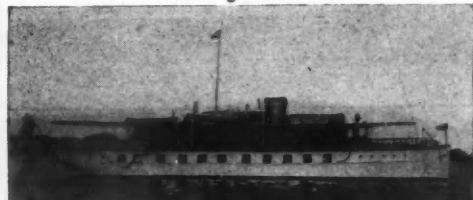
N O. 357—FOR SALE OR CHARTER—Macon—Cruising power yacht. Length o. a. 86'5", beam 15', draft 4'6". 2-4 cylinder 75 H.P. Mianus Diesel motors. Capable of 13 M.P.H. For full particulars, apply to John H. Wells, Inc., 11 East 44th Street, New York, N. Y.



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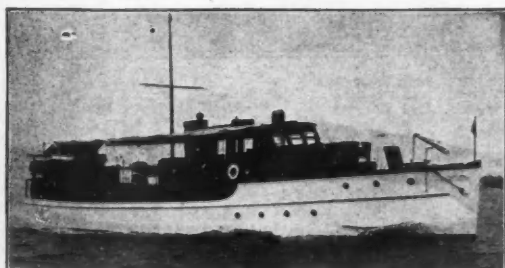
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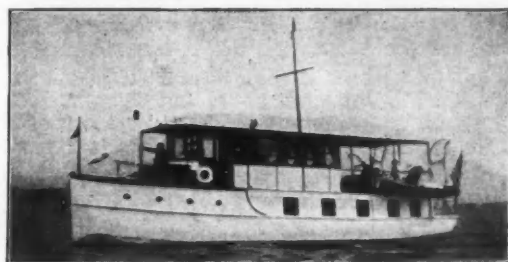
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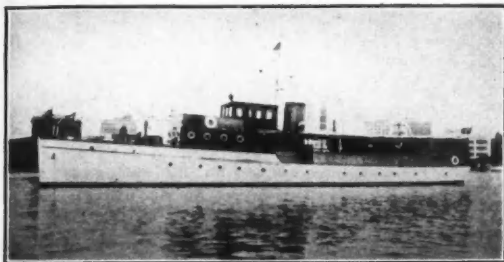
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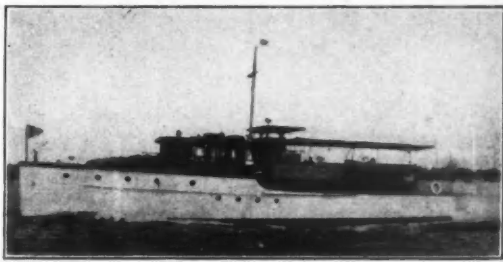
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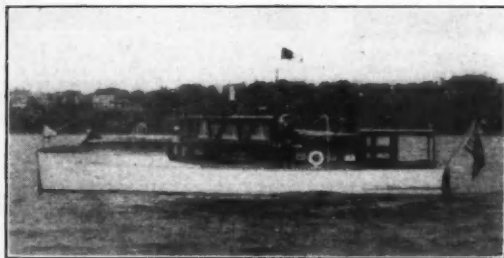
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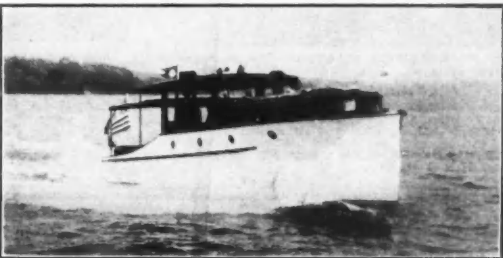
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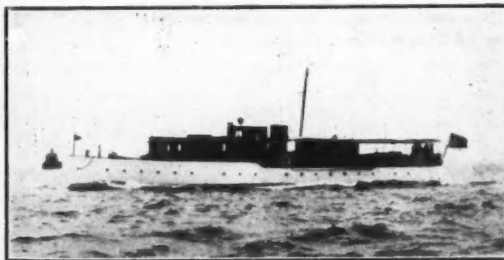
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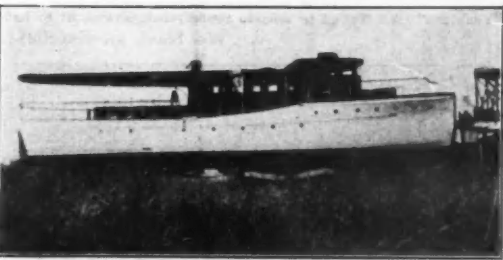
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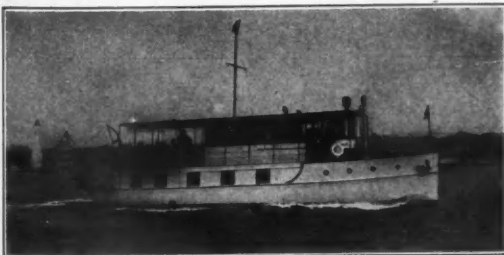
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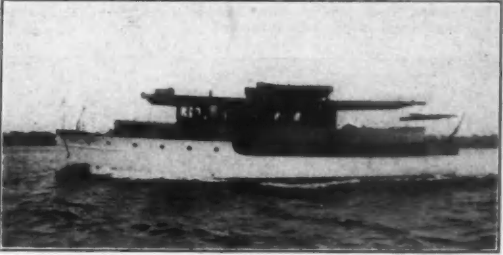
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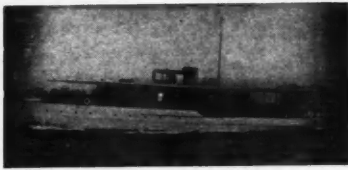
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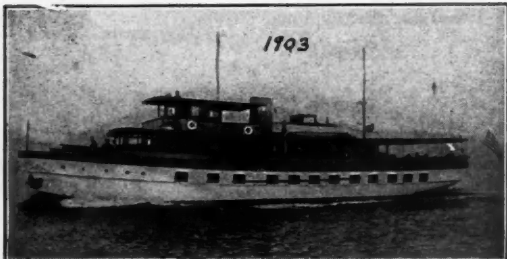
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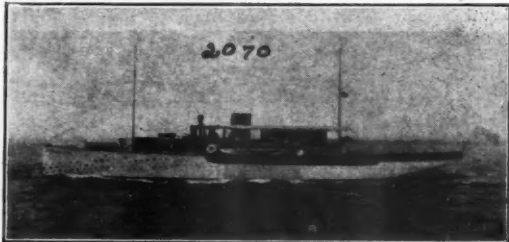
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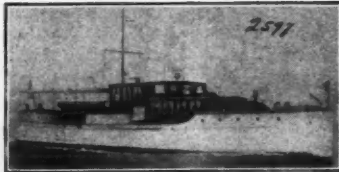
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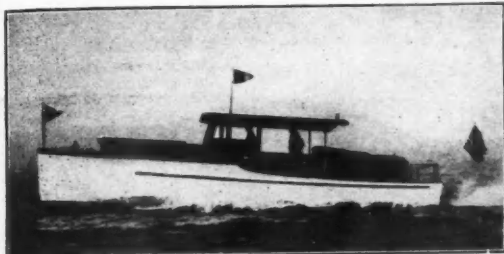
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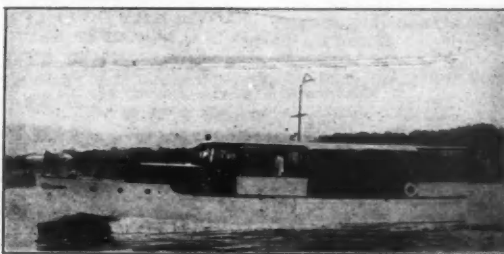
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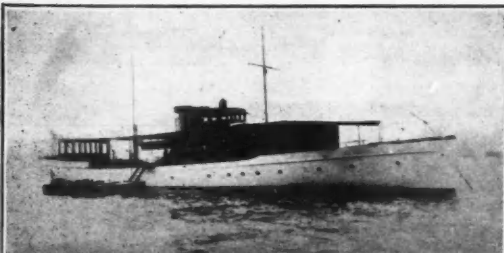
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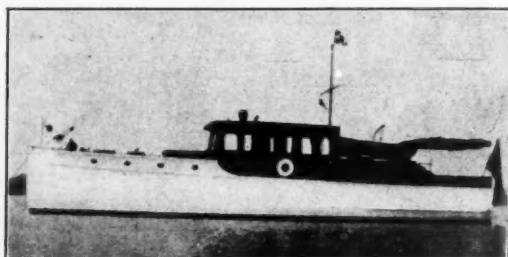
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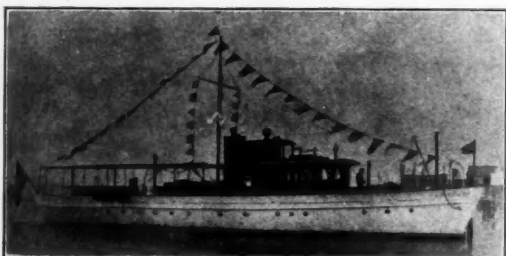
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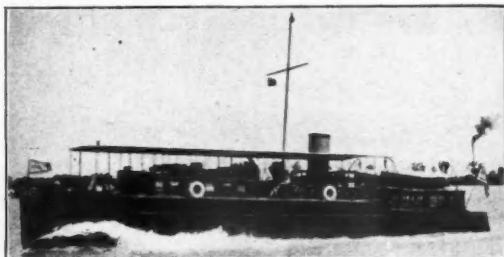
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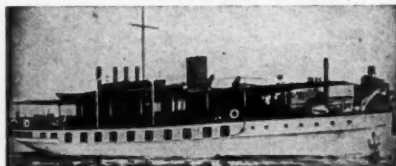
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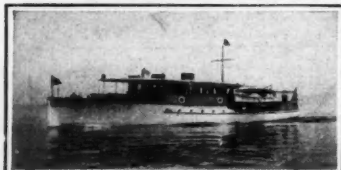


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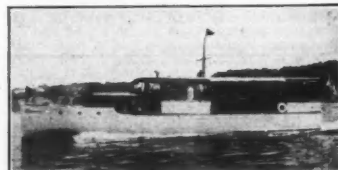
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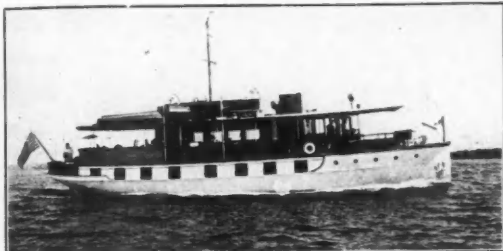
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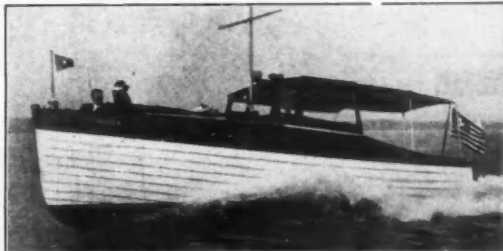
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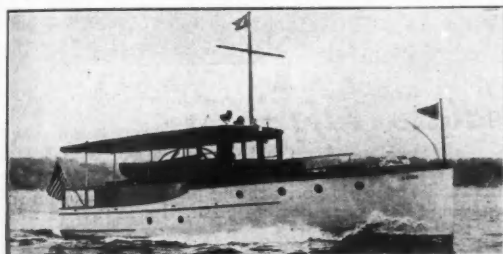
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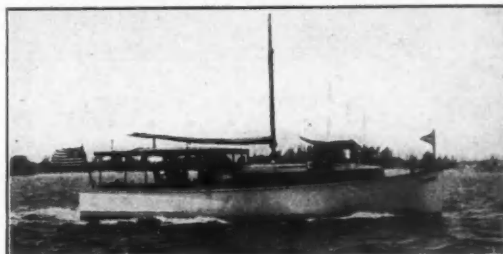
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GREAT LAKES EXPRESS CRUISER

SEA SKIFFS

BANFIELD—35' Raised Deck
JARDINE—35'
KIRK—35'

WHEELER—28' and 32'
RED BANK—36' and 40'
KEFOED—38'

RUNABOUTS

DODGE WATER CARS—22' and 28'
CHRIS CRAFTS—22'
GREAT LAKES—30'

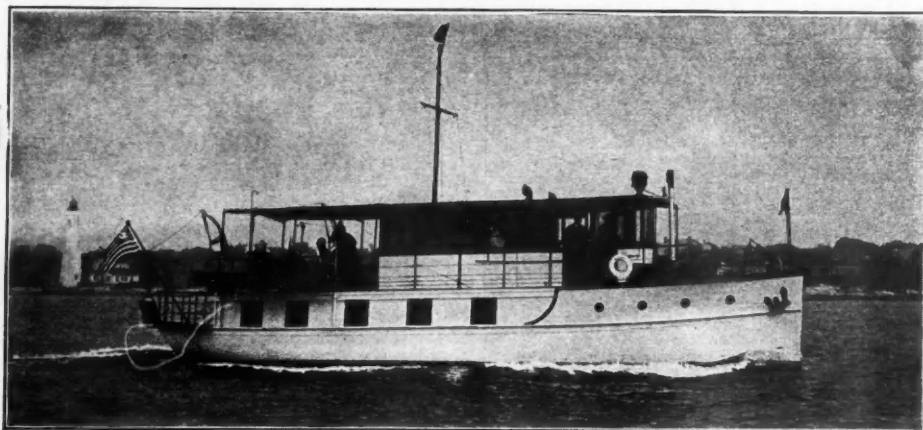
DART SEDAN—28'
BABY GAR WOOD
APEL—25'

AUXILIARY SAIL BOATS

SLOOPS
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STAR BOATS

UNUSUAL BOAT



... for immediate sale —

Here is a "buy" that you will appreciate, a 52' Mathis Houseboat in excellent condition which is to be sold immediately. It has a Standard motor, lighting plant, hot and cold water supply and hot water heating plant. Its attractive furnishings include a piano.

Now available for inspection near New York
Apply to

WILLIAM M. ELDRIDGE INCORPORATED
347 Madison Avenue Murray Hill 9941 New York City

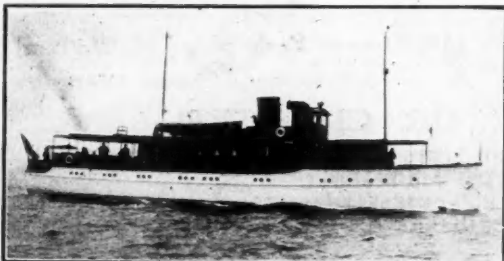
WILLIAM GARDNER & CO.

Naval Architects, Marine Engineers and Yacht Brokers

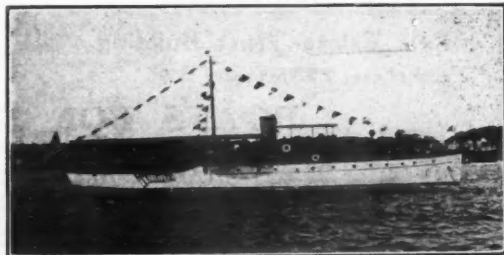
Phone: Bowling Green 9638

No. 1 BROADWAY, NEW YORK

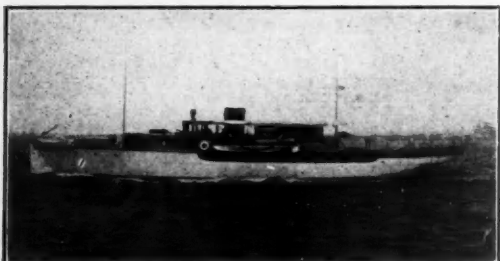
Cable Address: Yachting, N. Y.



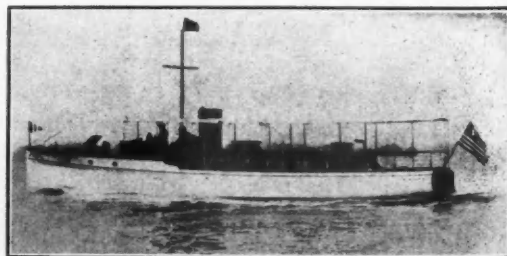
No. 235-H—FOR SALE OR CHARTER—100-ft. twin screw Diesel power houseboat. Built in 1925. Complete and modern in every respect. Commodious living quarters. Price very reasonable. Full particulars furnished on request.



No. 1963—FOR SALE—High class and very able twin screw 100' cruiser, with large accommodations. In splendid condition. Engines new 1927. Price extremely attractive.



No. 2901—100-ft. modern, twin screw Diesel yacht, recent build. Comfortable owner's and guests' quarters. Price attractive. Inspection invited.



No. 2547—FOR SALE—Twin screw power yacht, 60'x12'. New Sterling engines installed 1928. Has bridge windshield. Excellent condition throughout and fully found. Inspection invited. Price attractive.

MARKET PLACE

"For Sale" and "Want Advertisements," 10c. per word, minimum \$2.50 per issue, payable cash with order. For illustrated advertisements, add to the charge for text at 10c per word, the following:

Cut 1 inch deep, 2 inches wide.....	\$10
Cut 1 1/4 inches deep, 3 inches wide.....	\$15
Cut 2 1/4 inches deep, 4 inches wide.....	\$25
Cut 2 1/4 inches deep, 6 inches wide.....	\$30

Send photograph or negative, which will be returned if requested.

MoToR Boating, 57th Street at Eighth Avenue, New York, N. Y.

60' TWIN SCREW EXPRESS YACHT

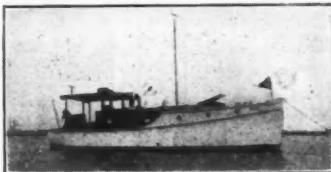
For immediate sale or charter for season. Boat in perfect condition and ready to sail. Powered with two 150 H.P. Speedway Motors, cruising speed 18 miles per hour. Accommodations for six, exclusive of crew. Equipment complete and includes Outboard Speedster. Price one-third replacement cost. Further particulars upon request.

Owner, FRANK H. MORSE
16 William Street,
Bowling Green 8993.

FOR SALE—Two hundred forty acres, young Juniper Timber; investment will pay 20% annually. Would accept small power boat part payment.

J. C. MEEKINS, JR.
Washington, North Carolina

FOR SALE—Sea skiff, 26' with 14' raised deck cabin. Pierce Arrow motor. All in good condition. Price low. G. S. Kennedy, 111 Lake Avenue, Metuchen, New Jersey.



FOR SALE—A husky raised deck cruiser, 30'8"x10'3". 30-H.P. 4-cycle motor. Completely equipped. Excellent condition. Able and roomy. Price reasonable. Stearns, 164 E. Main St., Bridgeport, Conn.

WANTED—Hispano, fully converted, with reverse gear, starter and water-cooled exhaust manifold. Lee conversion preferred. C. L. Roach, Bala-Cynwyd, Pa.

1-BRENNAN rebuilt D-4 4 cylinder 35/40 H.P. dual ignition.....	\$400.00
1-BRENNAN demonstrating E-4, 4 cylinder 35/50 H.P. dual ignition.....	\$500.00
1-Sterling motor, 4 cyl., 25/40 H.P., good condition	\$225.00
1-Lowe Victor 4 cyl. 25/40 H.P. dual ignition, good condition	\$100.00
1-Frisbie 4 cylinder 30/42 H.P. good condition	\$100.00
1-Stearns MDU 40/75 H. P. 4 cyl., good condition	\$300.00
1-Peerless 4 cyl. 25/35 H.P., good condition	\$225.00

BRENNAN MOTOR MFG. CO., Syracuse, N. Y.

"SCRIPPS F-6, purchased new September, 1926, overhauled and put in absolutely perfect condition by the Scripps factory; \$750. Kermath Manufacturing Company, 5890 Commonwealth Avenue, Detroit, Michigan.

STATEMENT OF THE OWNERSHIP, MANAGEMENT, CIRCULATION, ETC., REQUIRED BY THE ACT OF CONGRESS OF AUGUST 24, 1912, of MoToR Boating, Published monthly at New York, N. Y., for April 1, 1929.

State of New York }
County of New York } ss.

Before me, a Notary Public in and for the State and county aforesaid, personally appeared C. F. Chapman, who, having been duly sworn according to law, deposes and says that he is the Business Manager of MoToR Boating and that the following is, to the best of his knowledge and belief, a true statement of the ownership, management (and if a daily paper, the circulation), etc., of the aforesaid publication for the date shown in the above caption, required by the Act of August 24, 1912, embodied in section 411, Postal Laws and Regulations, printed on the reverse of this form, to wit:

1. That the names and addresses of the publisher, editor, managing editor, and business managers are:

Publisher, International Magazine Company, Inc., 959 Eighth Ave., New York City; Editor, C. F. Chapman, 959 Eighth Ave., New York City; Managing Editor, None; Business Manager, C. F. Chapman, 959 Eighth Ave., New York City.

2. That the owner is: (If owned by a corporation, its name and address must be stated and also immediately thereunder the names and addresses of stockholders owning or holding one per cent or more of total amount of stock. If not owned by a corporation, the names and addresses of the individual owners must be given. If owned by a firm, company, or other unincorporated concern, its name and address, as well as those of each individual member, must be given.)

International Magazine Co., Inc., 959 Eighth Ave. Sole Stockholder, Hearst Magazines, Inc., 959 Eighth Ave. Sole Stockholder, Star Holding Corp., care of Corporation Trust Co. of America, Wilmington, Delaware. Sole Stockholder, W. R. Hearst, 137 Riverside Drive, New York City.

3. That the known bondholders, mortgagees, and other security holders owning or holding 1 per cent or more of total amount of bonds, mortgages, or other securities are: (If there are none, so state.) None.

4. That the two paragraphs next above, giving the names of the owners, stockholders, and security holders, if any, contain not only the list of stockholders and security holders as they appear upon the books of the company but also, in cases where the stockholder or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting, is given; also that the said two paragraphs contain statements embracing affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner; and this affiant has no reason to believe that any other person, association, or corporation has any interest direct or indirect in the said stock, bonds, or other securities than as so stated by him.

C. F. CHAPMAN

Sworn to and subscribed before me this 29th day of March, 1929.

WILLIAM J. SPERL.

Notary Public Queens County No. 1715 Reg. No. 3354.

Certificate filed in N. Y. Co. No. 911 Reg. No. 9693.

(My commission expires March 30, 1929.)

SHOP SUPERINTENDENT WANTED

We have an opening in our organization for a man with experience, initiative and ability to take charge of our Cruiser Division. Applicants must have the following qualifications:

Practical shop experience, organizing and planning departmental work, ability to lay out work and handle men, and must KNOW boat construction. When writing, state age, experience, past and present connections, and salary expected. Write to Chris Smith & Sons Boat Company, attention of Mr. A. W. MacKerker, Algonac, Michigan.



FOR SALE—V-bottom runabout, 26'x4'8". Brooks pattern. Curtiss "V-2" 8-cylinder 200-H.P. Motor. Joes Clutch, Lece-Neville Starter and Generator. 4 Auto Pulses, Oil Cooler, Oberdorfer Automatic Bilge Pump, Electric Running Light, Erico Steering Wheel, Elgin Instruments in Oval Panel including Oil Gauge, Ammeter, Oil and Water Temperature Gauges, Tachometer and Clock. Bronze Propeller Shaft and Strut, Chime Electric Horn, Cypress Planking, White Oak Stem, Keel and Beams. Green below water line. Beige above water. Deck natural Oak. All parts full nickel plated. Brass fastened. 30-35 miles per hour. New July, 1927. Run less than 50 hours. A-1 condition. Cost \$3,500.00. First certified check \$1,200.00 takes the boat. F.O.B. Concord, N. H. Boat can be seen at Eagle Garage, Concord, N. H., Fred L. Johnson, Prop.

Mention MoToR Boating, 57th St. at Eighth Ave., New York

THE LARGEST MARINE SHOW ROOM IN THE COUNTRY

Six different models of Matthews Cruisers ranging from 32 to 46 ft., the Richardson 28-ft. Single Cabin and 28-ft. Double Cabin, also 28-ft. Day Cruisabout Fisherman, eight different models Hacker runabouts and fast commuters from 24 to 30 ft. of the open and sedan type. The complete line of Sterling and Kermath engines, as well as almost two hundred rebuilt engines, of all sizes, types and makes, make up the most complete display in the industry.

BRUNS KIMBALL & CO., Fifth Ave. and 15th St., New York City Branch: 102 South Fourth St. Philadelphia, Pa.

USED BOATS FOR SALE

- a.c.f. 54' Twin Screw Motor Yacht 1928**
2-100 H.P. Reduction Gear Hall-Scott engines. Speed 15 miles per hour.
- a.c.f. 35' Raised Deck Cruiser 1928**
70 H.P. 4 Cylinder Hall-Scott engine. Speed 12 miles per hour.
- a.c.f. 30' Double Cabin Cruiser 1928**
72 H.P. 6 Cylinder Gray Marine Engine. Speed 12 miles per hour.
- Corsair 30' Single Cabin Cruiser 1928**
40 H.P. 6 Cylinder Gray Marine Engine. Speed 10 miles per hour.
- Dodge Water Car 1928 28'x6'7"**
110 H.P. 6 Cylinder Chrysler Imperial Marine Engine. Speed 33 miles per hour.

Also other attractive bargains in used boats listed with us for sale.

AMERICAN CAR AND FOUNDRY CO.

USED BOAT DEPARTMENT

217 West 57th Street

New York, N. Y.



1. FOR SALE—No. 921—Raised Deck Sea Skiff. Length o. a. 35', beam 9', draft 32". Powered with a 6-cylinder Sterling Dolphin Engine. Speed 20 M.P.H. Equipment complete. This boat is in excellent condition. For full particulars apply to John H. Wells, Inc., 11 E. 44th St., New York City.

TWO OUTBOARD Step-Boats, Plainville Flyers: One \$75, worth \$130; the other \$150, worth \$300. Special built racers. Must sell, first check takes either. Paul J. Sasek, Plainville, Conn.

F. D. HOMAN, Agent
RICHARDSON, FLEETWING, WHEELER, MATTHEWS, CHRIS CRAFT, JOHNSON SEA HORSES, OUTBOARDS, OLD TOWN BOATS, etc. Bargains in used boats. Elcos 42, Cruisettes, 26 ft., Matthews 38, Sloop 35 ft., Con. Cat 35 ft., Aux Cat 25 ft. Cruisers \$950 up. Runabouts, outboards, etc. Terms, trades, open Sundays. Riverside Ave., Amityville, L. I., N. Y. Tel. 110.

WANTED—Elco Cruisette and 26 R. D. Model Richardson or similar. F. D. Homan, Riverside Ave., Amityville, L. I., N. Y. Tel. 110.

FOR SALE—75 ft. Twin Screw Yacht, equipped and ready to go. Two Standard late type engines, electric toilet, new electric light plant. Just the boat for family or charter parties, wonderful boat for Florida waters. Cost owner over \$30,000, asking \$7,500. Write for Photos and specification. P. M. Child, 1312 14th St., N. W., Washington, D. C.

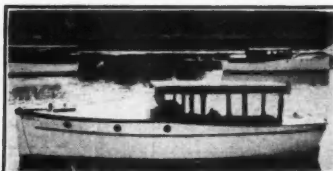
FOR SALE—62 ft. yacht with standard engine, completely equipped. Good boat for Florida waters. Write for photo and specifications. P. M. Child, 1312 14th Street, N. W., Washington, D. C.

FOR SALE—now being built—19' Arrow Sloop Class Boat and one 30' Auxiliary Sloop. Also one 38' rebuilt bridge deck cruiser, like new for \$4500. Also three 50' bridge deck cruisers, prices ranging from \$8500 to \$12,000. Other boats, both sail and motor, from \$375 up. Frank M. Weeks, 10 Riverview Court, Patchogue, N. Y.

RENT: Cottage Atlantic City, Margate section. On Bay, boat slip, dock, four bedrooms, two baths, garage, all conveniences. Boating and swimming paradise. Reasonable. R. W. Pierpoint, 863 Main St., Darby, Pa.

BABY GAR
FOR SALE: Standard. 400 H.P. This most successful boat has been maintained in first class condition and will be delivered to purchaser in finest condition throughout. Reason for sale, owner going abroad. W. K. Carter, 222 Water Street, Ellsworth, Maine.

FOR SALE—Cabin Dory, 35' x 9', 40 H.P., 4 cyl. Lathrop, 12 miles. Toilet, Icebox. Stritch, 242 East 28th St., Brooklyn, N. Y.



FOR SALE—Columbia Thirty-Five cruiser, large toilet forward, then galley and a fine cabin sleeping four. Has a new 100 H.P. Lathrop Engine that has run less than 800 miles. There is an eleven foot cockpit enclosed with windshield and side curtains. Has rear cabin with single berth for a paid hand. Construction of the very best. Four solid bulkheads provide safety against sinking. Cost \$11,000 to build, but owner will allow a substantial discount as he is building a larger boat and is anxious to sell. Dawn Boat Corp., Clason Point, New York. Telephone: Westchester 7000.

150-H.P. Kermath, 6 cylinders, high speed; used one season; FACTORY REBUILT. Equipped with starter, generator, double ignition, reverse gear, etc. Complete; as good, if not better, than a new one. Bargain.

BRUNS, KIMBALL & CO.
Fifth Ave., cor. 15th St., New York City

FOR SALE—SCRIPPS F-6 JUNIOR GOLD CUP ENGINE, excellent condition, one year use. 100-125 H.P. Dual ignition, 331 cu. in. displacement, 2000-2600 R.P.M. \$750.00 at Fox Lake. R. D. KINDER, 510 N. Dearborn St., Chicago.

A FINE pair of prism binoculars to use on your new boat. Will sell pair of new Zeiss Deltrintem, 8 power 30 mm. glasses with leather carrying case at a reduced price. F. W. Horenburger, 4263 Byron Ave., Bronx, N. Y.

WANTED TO BUY medium duty marine motor, 35 to 60 H.P., good condition. R. E. Holland, 2214 Parish Ave., Newport News, Va.

FOR SALE—Scripps F4 motor, used one season, \$350. M. C. Jewett, Traverse City, Mich.

FOR SALE—Fifty mile double cockpit runabout, Liberty motor. Ready for delivery June 1st, \$4,000. Kallusch Boats, Sodus Point, New York.

Sterling Petrel, 150-180 H.P., high speed; FACTORY REBUILT; used one season. Completely equipped: starter, generator, reverse gear, etc. Perfect condition.

BRUNS, KIMBALL & CO.
Fifth Ave., cor. 15th St., New York City

1—American-British 100-H.P. 6-cyl. Motor with Paragon Reverse Gear for Speedboat or Express Cruiser.

1—Regal 2-cyl., 4-cycle, 6-8-H.P. with Reverse Gear.

1—Dubrie 5-H.P., 1-Cyl., 4-cyc.
Riverside Machine Tool Works
Hartford, Conn.

EXPRESS CRUISER

TWIN SCREW—33'x9'x30". Haggas designed. New in every detail August, 1928. Approximately a 35-mile-per-hour boat. Two new Sterling Petrels, 200 H.P. Sleep 6. Motors cost \$5,000.00. Our price, complete, \$7,500.00.

45' BRIDGE-DECK CRUISER

New Scripps 6-cylinder engine, last season. Commissioned and ready for delivery. Afloat at Cleveland, \$3,750.00. A bargain. Matthews built.

62' EXPRESS CRUISER

Matthews built. Two 'Speedway 180-H.P. engines. Excellent condition. Ready for immediate delivery. Afloat at Cleveland, \$18,500.00.

Chris Craft and Matthews Distributors
New and Used Boats of Both Makes
LAKE ERIE YACHT BROKERAGE CORP.
1347 West 117th Street
Cleveland, Ohio

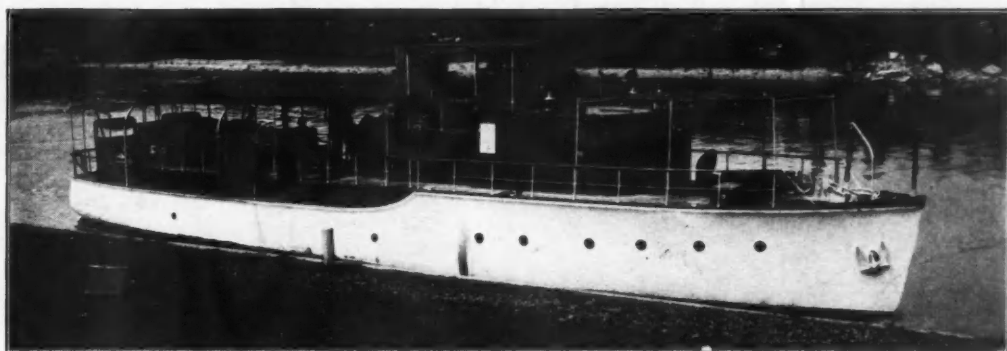
FOR SALE—36 foot, raised deck cruiser, Scripps motor, electric lights and starter. Price \$1800. R. W. Hanke, Bridgeport, Conn.

FOR SALE: Pair light weight, high speed marine engines, 200 H.P. at 1400 R.P.M. Overhauled, bargain. P. O. Box 1070, Waterbury, Conn.

WANTED:
OUTBOARD MOTORS
GORDON, Inc.
Racine, Wis.

FOR SALE: Fay and Bowen 24-foot runabout. Perfect repair. Built 1925. Top, windshield and all extras included. Price \$1000.00. Thos. R. Robbins, Medina, N. Y.

Twin screw, bridge deck cruiser 52' x 11 1/2', two 120 H.P. motors, 20 miles per hour. Two staterooms with bath and crew's quarters. Exceptional bargain for quick sale. Geo. T. Houston & Co., Memphis, Tenn.



THE SANITARY DISTRICT OF CHICAGO

Sealed proposals endorsed "Proposal for purchasing Yacht Edora and Equipment" will be received by the Clerk of the Sanitary District of Chicago at his office, Room 600, 910 South Michigan Avenue, Chicago, Illinois, until eleven o'clock A.M. standard time on Thursday, June 20, 1929, and will be opened publicly by the Board of Trustees of said Sanitary District at a meeting to be held on that date or the first meeting thereafter.

Tenders are invited for the purchase of the Yacht Edora, a single deck boat of wood construction, built in 1915 and completely overhauled in 1928. This boat is 80 feet 7 inches long and 15 feet 9 inches beam, has twin screws powered by two 100 horse power Sterling "Petrel" gasoline engines with reduction gears direct connected to 36 inch propellers. The mechanical equipment consists of an air compressor, electric bilge pump, automatic gasoline driven light plant and a heating plant, and the boat is completely wired. The deck equipment consists of a life boat, a gasoline driven launch, both swung on davits, and deck chairs and seats. The galley and dining room contain suitable equipment. Other equipment consists of a compass, life preservers, fire extinguisher, tools, kitchen utensils, etc.

The Yacht is now moored at the dock of the Sanitary District at its terminal station, 31st Street and Western Avenue, where it can be inspected, together with its equipment, and will be sold in the condition they are at the time of sale. Further particulars will be furnished on request by the Mechanical Engineer of the Sanitary District.

Each proposal must be accompanied by certified check on a responsible bank doing business in the City of Chicago, or by cash in a sum equal to ten per cent of the amount of the bid, which sum is to be retained by the Sanitary District as liquidated damage, in case said bidder fails to pay the price bid within three days after said bid is accepted. The Sanitary District reserves the right to reject any and all bids.

R. A. WOODHULL,
Chairman Committee on Finance.

ATTEST:
Harry E. Hoff, Clerk.

A. M. DEERING

BUILDERS BUILDING CHICAGO, ILLINOIS

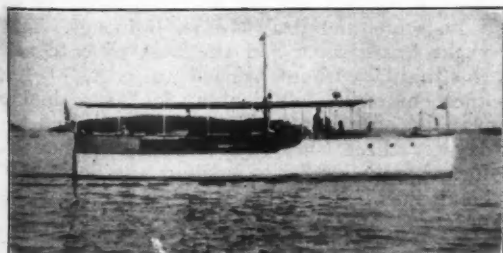
Telephone: State 8332

FOR SALE Power and Sail Boats Gasoline and Diesel Engines

COME very fine offerings in Cruisers, Runabouts, Houseboats and Sail Boats are available in our current list of used boats. Also Gasoline, Diesel and Outboard engines; many of these are rebuilt and in excellent condition. We save you money. Send for our list today.

AGENTS FOR:

BUFFALO MOTORS—DART RUNABOUTS—GRAY MOTORS
RICHARDSON CRUISERS—HOMELITE—LUX
—KERMATH MOTORS—



FOR SALE: 53'x14' bridge deck cruiser built by New York Launch & Engine Co. 1920. Has not been used for the past three years. Has always been kept in a boathouse. 20th Century Motor. Boat and Motor like new. Attractive price for quick sale. For particulars address Geo. W. Mercier, Clayton, N. Y.

WALTER E. ABRAMS

SHIPYARD

Huntington, L. I., N. Y. Telephone Huntington 594

NEW AND USED BOATS

MARINE RAILWAYS—STORAGE AND REPAIRS

CRUISING HOUSE BOATS

46' x 13' x 3'6"	Alhambra	40 H.P. Palmer
50' x 16' x 3'6"	Rosalie	65 H.P. Lathrop
61' x 15' x 4'6"	Karibou	60 H.P. Murray & Tregurtha
62' x 15' x 3'10"	Valencia Anne	two 60 H.P. 20th Century

EXPRESS CRUISERS

40' x 9' x 3'2"	Sinbad	150 H.P. VanBlerck
60' x 11'6" x 3'6"	Grey Goose	two 150 H.P. Speedway

BRIDGE DECK CRUISERS

53' x 15' x 3'6"	Two 34 H.P. Standards
54' x 9'2" x 3'6"	two 47 H.P. W. S. M.
55' x 13' x 4'	100 H.P. Hall Scott

RAISED DECK AND TRUNK CABIN CRUISERS

23' x 6'10" x 1'9"	Raised deck cruiser	40 H.P. Palmer
26' x 8'3" x 2'8"	Raised deck cruiser	30 H.P. Erd
26' x 9' x 3'	Trunk cabin cruiser	10 H.P. Palmer
26' x 12' x 3'4"	Trunk cabin cruiser	10 H.P. Standard
26'4" x 8'4" x 2'	Fast day cruiser	100 H.P. Scripps
29' x 8' x 2'6"	Trunk cabin cruiser	24 H.P. Palmer
35' x 16' x 4'	Raised deck cruiser	40 H.P. Cummings Diesel
37' x 12' x 3'6"	Trunk cabin cruiser	16 H.P. Standard

AUXILIARIES AND SAIL BOATS

23'6" x 7' x 4'4"	Knockabout	Sail only
27'3" x 8'6" x 3'8"	Yawl	30 H.P. Wisconsin
30'6" x 12' x 4'8"	Yawl	10 H.P. Lathrop
39' x 11'4" x 6'10"	Sloop	10 H.P. Sterling
51' x 13' x 6'	Sloop	
54'6" x 13'8" x 6'10"	Schooner	15 H.P. Palmer

SPEED BOATS

22'6" x 4'4" x 2'	Mahogany varnished	20 H.P. Kermath
25' x 4'9" x 1'8"	White painted	100 H.P. Scripps

SPECIALS

83'6" x 13'10" x 4' Herreshoff yacht finely fitted out. No engines.

Rowboats, Tenders and Canoes.

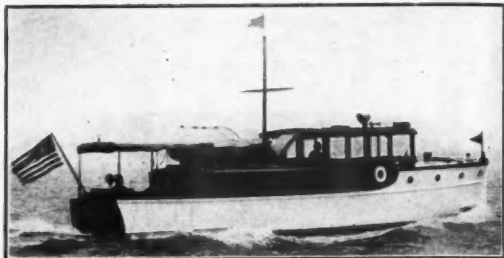
DAWN BOAT CORPORATION

CLASON POINT, NEW YORK CITY

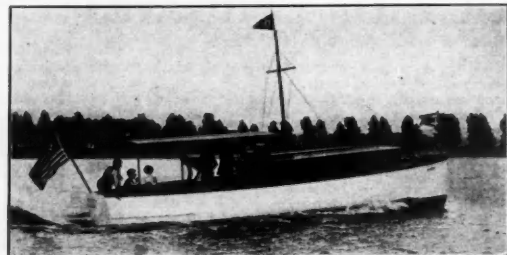
Telephone—Westchester 7000



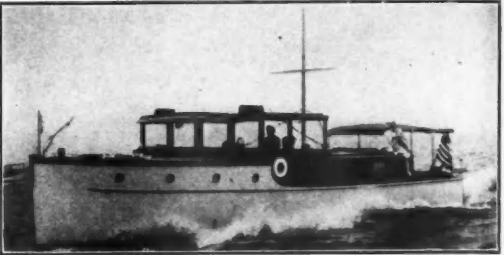
No. 8.—38-ft. Built 1928. Six-cylinders, 125 H.P. Dinghy and Davit. Splendid cruiser.



No. 18.—Dawn "45" Built 1927. All enclosed deckhouse. Twin 65 H.P. Kermaths. Sleeps six. Separate accommodations for paid hand. Three toilets. Condition excellent.



No. 16.—Elco Cruisette, new 1928. Special deck enclosure, six cylinder Elco motor. Speed 18-30 miles. Perfect condition. In commission.



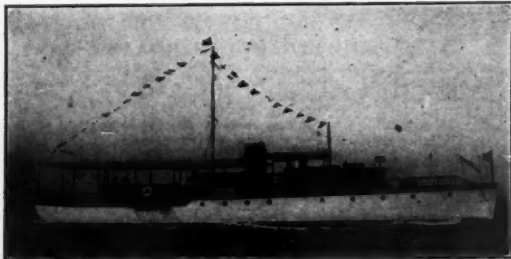
No. 21.—Dawn "45" New 1927. Twin 65 H.P. Kermaths. Sleeps six. Separate accommodations for paid hand. Three toilets. Homelite generator. Hot and cold running water. Protane stove. CO-2 fire extinguisher. Condition excellent throughout.

A number of other cruisers for sale, 26 feet to 50 feet and priced from \$500. to \$16,000. These cruisers may be purchased on an attractive deferred payment plan.

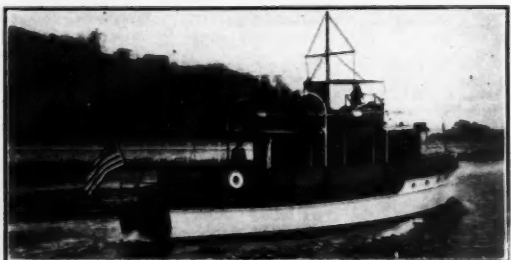
N. Y. Yacht, Launch & Engine Co.

Morris Heights, N. Y. C.

PHONE: SEDGWICK 4880

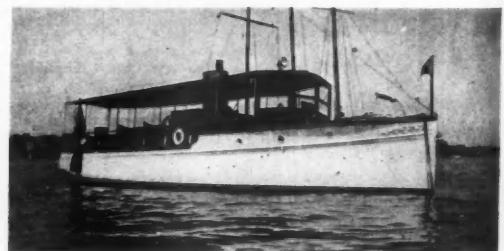


No. 1002.—Eighty-five-foot, twin-screw cruiser of Gielow design, powered with two six-cylinder 6 1/2" x 8" Speedway engines. Owner's accommodations consist of two double and one single staterooms and bathroom. Large dining saloon in deck house.



No. 1006.—67' x 15' 6" twin-screw Hill Diesel Yacht. Three double and one single staterooms. One bathroom, one toilet. Large deck living room and dining room. Owner building larger yacht.

AN EXCEPTIONAL BUY



FOR SALE

this desirable boat. It is 50 ft. long, 10 ft. 3 in. wide and draws 3 ft. 6 inches. This yacht has always had the best of care and was built, without regard to cost, of the finest materials obtainable. It has a double planked hull that could not be duplicated today for three times what she can be bought for. A new 130 H.P. Sterling engine is now being installed. Owner's reason for selling is purchase of new boat. For complete information and layout of accommodations write—

MR. T. T. PARKER
1043 Commonwealth Ave.
BOSTON, MASS.

JUNE, 1929

MONEY^{TO} LOAN

on your boat while in your possession. Prompt and confidential

SAMUEL BASHLOW, Inc., Proctor Theatre Building, Mt. Vernon, N. Y. Telephone: Oakwood 0638-9

FOR SALE



No. 9978—57½-ft. motor yacht. An able cruising yacht beautifully kept and completely fitted and furnished. Splendid sleeping accommodation and deck room. Two double staterooms and large deck saloon. Available for inspection near New York City.

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FOR SALE—Rebuilt motors and boats. All sizes. New list just out. Hunter Boat Co., McHenry, Illinois.

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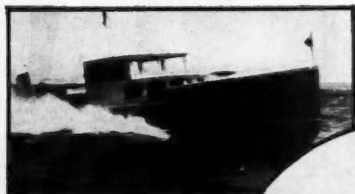
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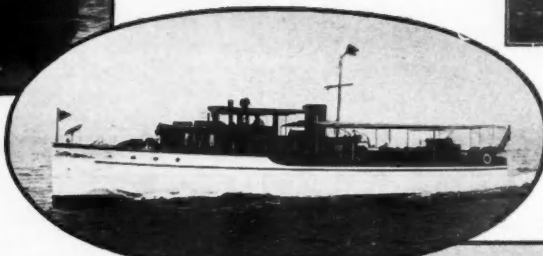


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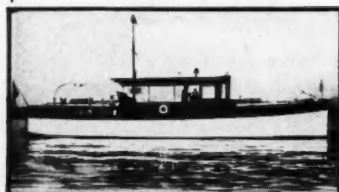
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Luxurious accom-
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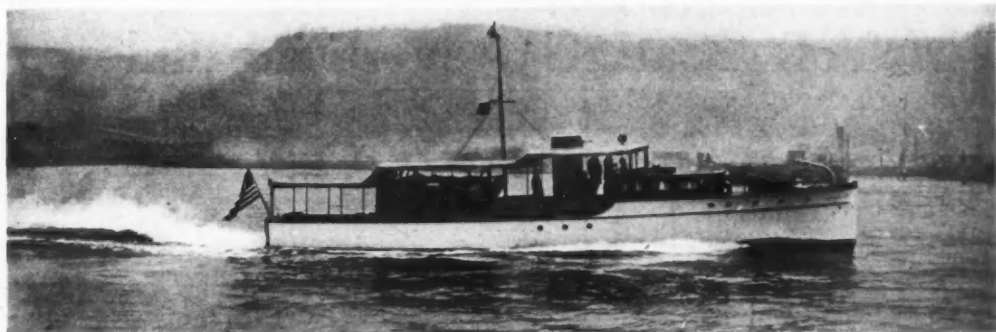
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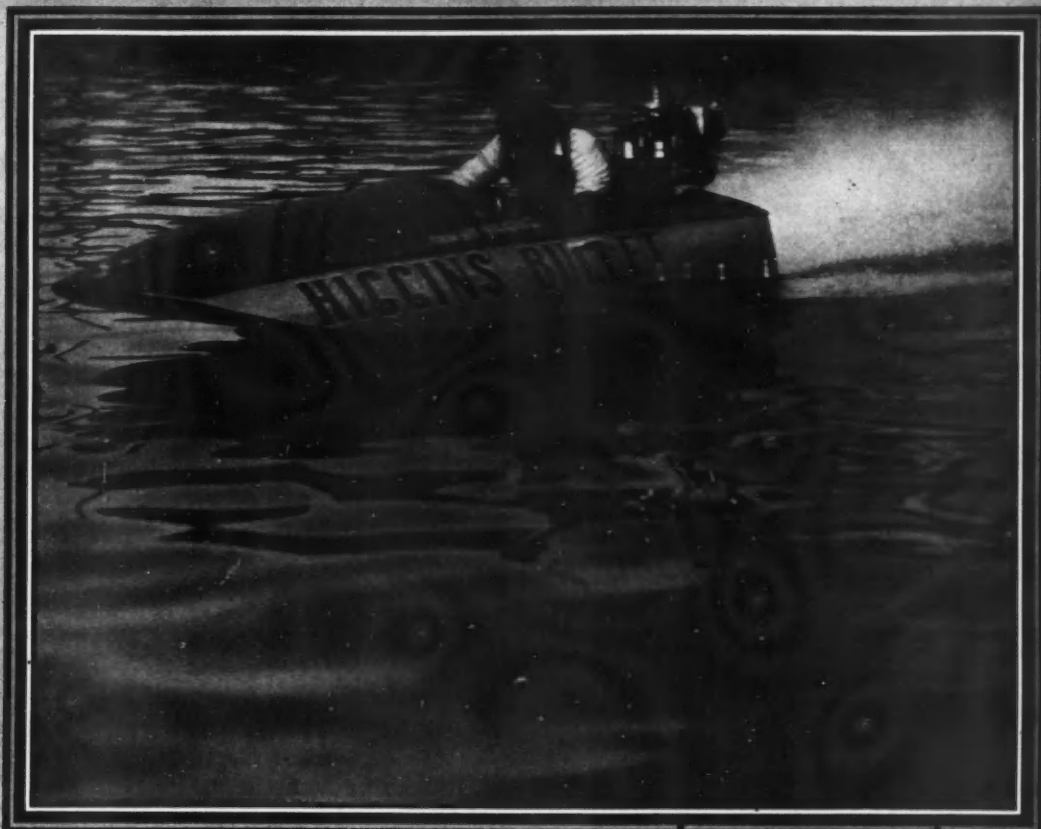
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MoToR BoatinG Advertising Index

Prices quoted in Advertisements are subject to change without notice

A		F		P		
A. C. F. Cruisers	9-155	Fairchild Boats	211	Palmer Bros. Engines, Inc.	97	
A. C. Spark Plug Co.	206	Fairhaven Iron Fdry Co.	138	Panasote Co., Inc., The	122	
Acme Boat Co., The	226	Fay & Bowen Engine Co.	153	Paragon Gear Wks.	171	
Addison Leslie Co.	126	Ferdinand Co., L. W.	144	Pate-Parkes Mfg. Co.	222	
Aluminum Company of America	187	Fisher, Carl G.	21	Penn Yan Boat Co., Inc.	136-214	
American Bosch Magneto Corp.	84	Fleetwing Yacht & Shipbldg. Corp.	95	Pennsylvania Pet. Prod. Co., Inc.	123	
American Brass Co.	13			Perkins Marine Lamp Co.	231	
American Car & Foundry Co.	9-155			Peterson, O. P.	146	
American Engineering Co.	103			Pigeon Hollow Spar Co.	224	
American-La France & Foamite Corp.	125			Plymouth Cordage Co.	75	
American Steel Boat Corp.	218			Priggs, Inc., Paul H.	138	
Appel & Co., S.	124			Pyrene Mfg. Co.	231	
Ashbridge, Fred	224					
Atkin, William	78					
Atlantic Radio & Marine Co., Inc.	110					
Automatic Bilge Syphon Co.	146					
Autopulse Corp.	106					
Autocraft	223					
B		G		R		
Bahl Chemical Co.	210	Gardner, Wm.	242	Radio-Victor Corp. of America	82	
Bailey, Harold H.	78	Gielow, Henry J., Inc.	233-247	Rajah Co.	226	
Balubricote	210	Goodrich Rubber Co., B. F.	131	Reardon, E. F.	216	
Banfield Sea Skiff Works	104-105	Gray Marine Motor Co.	70-71 and 152	Red Bank Yacht Wks.	154	
Bashlow, Inc., Samuel	247	Gray & Prior Machine Co.	210	Red Wing Motor Co.	94	
Berry Brothers	145	Grebe & Co., Inc., Henry C.	239	Regal Gasoline Engine Co.	148	
Beckhard, Bruno	224	Gross Mechanical Lab.	132	Rhamstine, J. Thos.	166	
Bessemer Gas Engine Co.	12	Gulf Refining Co.	159	Richardson Boat Co.	127	
Bliss Co., Inc., John	134			Rice Brothers	136	
Black & Yates, Inc.	212			Rochester Boat Wks.	214	
Bohn Aluminum & Brass Co., 2nd Cover	200			Robinson Marine Constr. Co.	114	
Bosch Magneto Co., Robert	200			Roosevelt Hotel	114	
Bossert & Sons, Inc., Louis	226					
Bowler, Holmes & Hecker Co.	144					
Bowes, Thomas D.	78					
Boyd-Martin Boat Co.	195					
Brennan Motor Mfg. Co.	129					
Brill Co., J. G.	174					
Brooks Boat Co.	225					
Bruns Kimball & Co., Inc.	244					
Bryant & Berry Propeller Co.	226					
Buda Co., The	157					
Buffalo Gasoline Motor Co.	163					
Butler, T. J.	150					
C		H		S		
Caille Motor Company	228	Hacker Boat Co.	100-101	Sagamore Club Hotel	142	
Campbell Mfg. Co.	120	Hall-Scott Motor Car Co.	99	Sands & Son Co., A. B.	133	
Cape Cod Ship Bldg. Co.	219	Hanson, Thomas S.	241	Sandusky Boat & Cabinet Wks.	216	
Carlisle & Finch Co.	170	Hartmann Universal Joints	140	Sanford, Harry W.	238	
Carpenter Co., Geo. B.	204	Hathaway Machinery Co.	128	Sanitary District of Chicago	245	
Century Boat Co.	220	Herbat Boat Wks.	227	Schellenberg, B. & Sons	146	
Chase-Emerson Corp., A. B.	197	Hill Diesel Engine Co.	142	Scrapps Motor Co.	151	
Chrysler Sales Corp.	111	Huckins Yacht Corp.	19	Scruggs, Joseph A.	218	
Chris-Craft	112-113	Homelite Corp.	8	Sea Sled Corp., The	221	
Classified Advertisements	243 to 249	Hooton, Gordon B.	201	Skinboard Corp.	210	
Columbian Bronze Corp.	149	Humphreys, Inc., Frederic P.	77	Silver Suds Mfg. Co.	118	
Columbia Dry Batteries	251			Smith, Edward & Co.	2	
Consolidated Instr. Co. of America	7			Smith & Sons Boat Co., Chris	112-113	
Consolidated Ship Building Corp.	147			Snow & Petrelli Mfg. Co.	140-229	
Corisair Boat Co.	139			Sparkman, Drake H.	239	
Cox & Stevens, Inc.	78-232			Standard Motor Constr. Co.	160	
Crandall Boat Co.	219			Standard Oil Company	203	
Crouch, George F.	218			Stannus Propeller Co.	218	
Cross Gear & Engine Co.	207			Staples, Johnson & Co.	158	
Cummins Engine Co.	137			Stearns-McKay & Co.	140	
Cummingham, Allan	136			Sterling Engine Co., 3rd Cover & 93	93	
Cute-Craft Corp.	216			Sterling Stop Watch Co., The	225	
D		I		St. Clair Iron Wks.	120	
Dachel-Carter Boat Co.	98-208	Indiana Quartered Oak Co.	222	Sturges Anchor Hoist Co.	170-224	
Dart Boats, Inc.	121	International Nickel Co., The	161	Submarine Signal Corp., The	148	
Dawn Boat Corp.	4-246					
Deering, A. M.	245					
Delaware Bay Shipbldg. Co., Inc.	225					
Dodge Boat Works, Horace E., 4th Cover	226					
Dolphin Akwa Skee Co.	226					
Dumphy Boat Mfg. Co.	222					
Duplex Marine Engine Oil	3					
Dwight Lumber Co.	192					
Dyer Motorcraft Corp.	130					
E		J		T		
Elco Works	89 to 92	Jennings Co., H. H.	238	Tams & King	234	
Electric Auto-Lite Co.	15	Johnson Motor Co.	1	Thompson Brothers Boat Mfg. Co.	222	
Eldredge & McInnis, Inc.	164-240	Jones, Frank Browne	240	Tiebout, W. & J.	150	
Eldridge, William M.	237-242			Treiber, Diesel Engine Corp.	156	
Electric Storage Battery Co., The	126			Topping Bros.	231	
Elto Outboard Motor Co.	69-191			Townsend Boat Bldg. & Eng. Co.	116	
Enterprise Oil Co.	3					
Erico-Kainer Co.	141					
Evinrude Motor Co.	107-213					
E. Z. Outboard Motor Conveyor	216					
F		K		U		
Fairchild Boats	211	Kapo Products Co.	214	United States Motor Co.	85-128-167	
Fairhaven Iron Fdry Co.	138	Keenan, Walter Cook	78	Universal Motor Co.	85-128-167	
Fay & Bowen Engine Co.	153	Kelley & Son, D. N.	205	Utility Garment Corp.	222	
Ferdinand Co., L. W.	144	Kermath Mfg. Co.	135			
Fisher, Carl G.	21	Kidde & Co., Inc., Walter	80			
Fleetwing Yacht & Shipbldg. Corp.	95	Koven & Brothers	150			
G		Kuhls, H. B. Fred	117			
Gardner, Wm.	242	Kyles, Clyde S.	9-155			
Gielow, Henry J., Inc.	233-247					
Goodrich Rubber Co., B. F.	131					
Gray Marine Motor Co.	70-71 and 152					
Gray & Prior Machine Co.	210					
Grebe & Co., Inc., Henry C.	239					
Gross Mechanical Lab.	132					
Gulf Refining Co.	159					
H		L		V		
Hacker Boat Co.	100-101	Laconia Car Co.	179	Vacuum Oil Co.	215	
Hall-Scott Motor Car Co.	99	Lake Elsinore Boat Wks.	224	Valentine & Co.	65	
Hanson, Thomas S.	241	Larsen Boat Wks., Henning	219	Van Blerck Motors, Inc.	217	
Hartmann Universal Joints	140	Leutz Inc., C. R.	25	Vinyard Shipbuilding Co.	115	
Hathaway Machinery Co.	128	Linthwaite, Owen C.	230			
Herbat Boat Wks.	227	Lobee Pump & Machinery Co.	148			
Hill Diesel Engine Co.	142	Lockwood Motor Co.	83-180-181			
Huckins Yacht Corp.	19	Luders Marine Constr. Co.	6-248			
Homelite Corp.	8	Ludington Aircraft, Inc.	199			
Hooton, Gordon B.	201	Lymington Mfg. Company	96			
Humphreys, Inc., Frederic P.	77	Lyman Boat Wks.	218			
I		Lyon, Inc., Howard W.	108-109-236			
Indiana Quartered Oak Co.	222	Lyon-Tuttle Corp.	16			
International Nickel Co., The	161					
J		M		W		
Jennings Co., H. H.	238	Main Sheet, The	172	Walsh Bugbee Co.	165	
Johnson Motor Co.	1	Malleable Iron Fitting Co.	212	W. D. Specialties Co.	212	
Jones, Frank Browne	240	Matthews Co., The	87	Wells, Inc., John H.	78-235	
K		Maybach Motor Co.	143	Wheeler Shipyards	169	
Kapo Products Co.	214	Meteor Motor Car Co.	170	White & Co., Kelvin & Wilfred O.	122	
Keenan, Walter Cook	78	Monnier Bros. & Co.	134	Wilcox, Crittendon & Co.	73	
Kelley & Son, D. N.	205	Montauk Beach Development Corp.	79	Wiley, Ralph H.	140	
Kermath Mfg. Co.	135	Morse Chain Co.	138	Willard Storage Battery Co.	252	
Kidde & Co., Inc., Walter	80	Moto Meter Co., The	202	Withstandley & Co., Inc. V.	184-185	
Koven & Brothers	150	Motor Boat Mart	102	Willis Co., E. J.	124	
Kuhls, H. B. Fred	117	Mullins Manufacturing Corp.	209	Wood, Inc., Gar	129	
Kyles, Clyde S.	9-155			Woolsey Paint & Color Co., C. A.	162	
L		N		Wright Aeronautical Co.	5	
Laconia Car Co.	179	National Carbon Co.	251			
Lake Elsinore Boat Wks.	224	National Lock Washer Co.	86			
Larsen Boat Wks., Henning	219	National Marine Lamp Co.	130			
Leutz Inc., C. R.	25	Naturline Co. of America	10, 11			
Linthwaite, Owen C.	230	Naval Architects & Yacht Brokers	78			
Lobee Pump & Machinery Co.	148	New Jersey Paint Works	230			
Lockwood Motor Co.	83-180-181	New York Rubber Corp.	225			
Luders Marine Constr. Co.	6-248	N. Y. Yacht, Launch & Engine Co.	88-246			
Ludington Aircraft, Inc.	199	Niagara Motors Corp.	132			
Lymington Mfg. Company	96					
Lyman Boat Wks.	218					
Lyon, Inc., Howard W.	108-109-236					
Lyon-Tuttle Corp.	16					
M		O		Y		
Main Sheet, The	172	Oberdorfer Brass Co., M. L.	81	Yachtsmen's Service Agency	241	
Malleable Iron Fitting Co.	212	Old Town Canoe Co.	225	Young & Co., Wilbur H.	193	
Matthews Co., The	87	Outboard Motors Corp.	188-189			
Maybach Motor Co.	143	Outboard Motor Section	173 to 228			
Meteor Motor Car Co.	170	Ovington's	67			
Monnier Bros. & Co.	134					
Montauk Beach Development Corp.	79					
Morse Chain Co.	138					
Moto Meter Co., The	202					
Motor Boat Mart	102					
Mullins Manufacturing Corp.	209					
N		P		Z		
National Carbon Co.	251	Palmer Bros. Engines, Inc.	97	Zeiss, Carl	144	
National Lock Washer Co.	86	Panasote Co., Inc., The	122	Zenith-Detroit Corp.	168	
National Marine Lamp Co.	130	Paragon Gear Wks.	171	Zundel Co., Inc. R. W.	142	
Naturline Co. of America	10, 11	Pate-Parkes Mfg. Co.	222			
Naval Architects & Yacht Brokers	78	Penn Yan Boat Co., Inc.	136-214			
New Jersey Paint Works	230	Pennsylvania Pet. Prod. Co., Inc.	123			
New York Rubber Corp.	225	Perkins Marine Lamp Co.	231			
N. Y. Yacht, Launch & Engine Co.	88-246	Peterson, O. P.	146			
Niagara Motors Corp.	132	Pigeon Hollow Spar Co.	224			
O		Plymouth Cordage Co.	75			
Oberdorfer Brass Co., M. L.	81	Priggs, Inc., Paul H.	138			
Old Town Canoe Co.	225	Pyrene Mfg. Co.	231			
Outboard Motors Corp.	188-189					
Outboard Motor Section	173 to 228					
Ovington's	67					



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GIVE that flywheel a quarter turn. A startled motor thunders out its power . . . split-second starting fairly throws your little racing hydroplane ahead. Planing on its step before the nearest competitor leaves the starting buoy. Instant acceleration with Eveready Dry Batteries loaded with their own hot power. Eveready Dry Batteries actually increase your outboard motor's revolutions per minute because they do not drain engine horse-power to supply ignition energy. No brake on your

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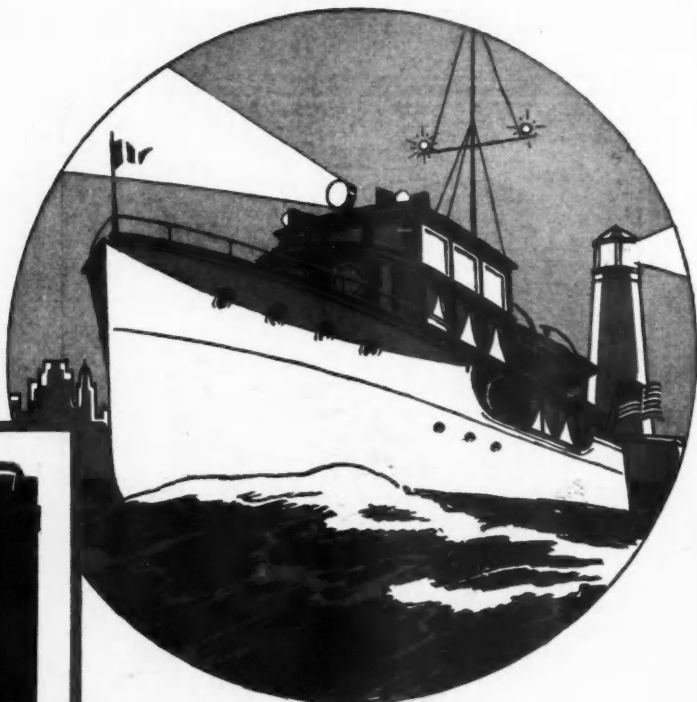
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New York  San Francisco

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COLUMBIA
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Unfailing signals . . .

Blinker set crackling out "dit-dahs," beam lights crisply distinct, sea lights clearly visible for miles and . . . *plenty* of reserve "juice" left for the searchlight to pick up buoys in the home channel.

Such unfailing current supply is only possible with a dependable, seaworthy battery of adequate electrical size. A Willard delivers current without stint, without fail. Its high capacity plates, its sturdy seaworthy connections, explain why. As for adequate "electrical size" ask the Willard factory branch or dealer nearest you for advice in making the most dependable selection for your boat.

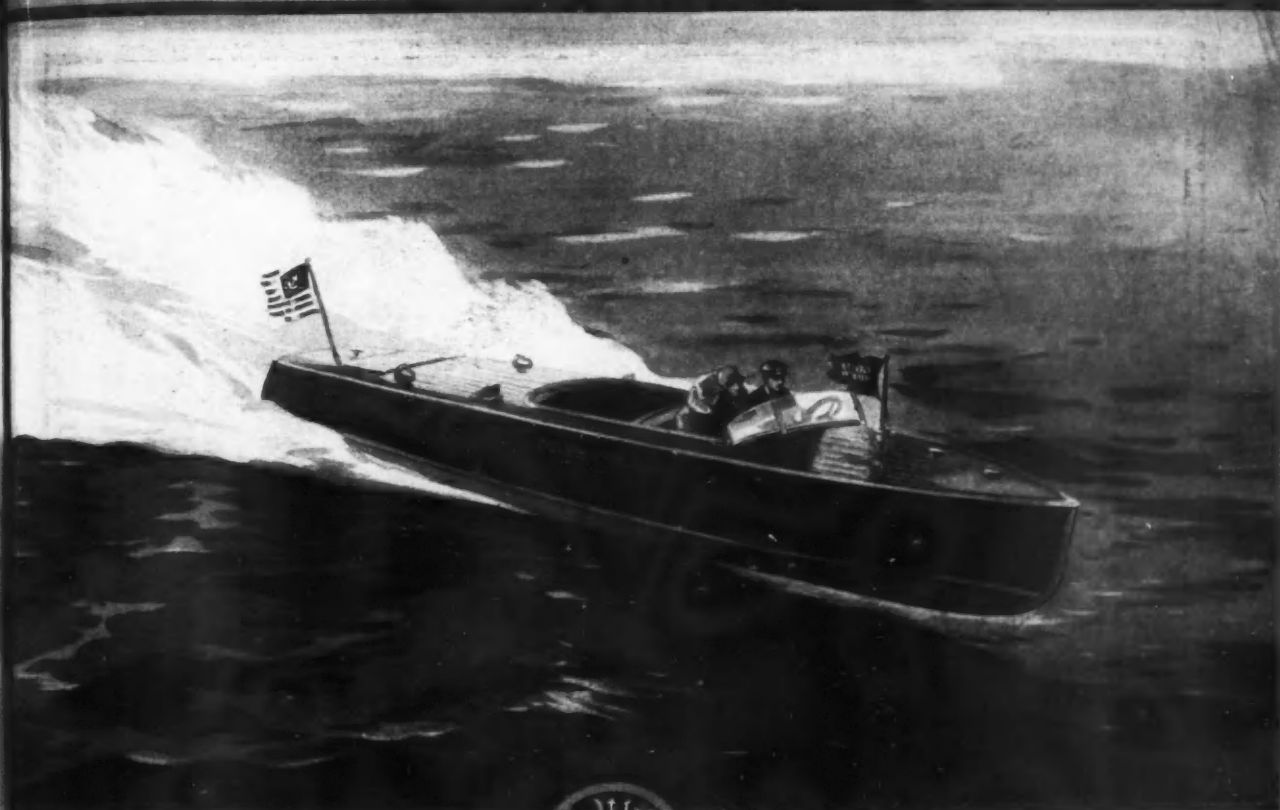
Address Your Nearest Factory Distributor

- BOSTON, MASS.,
1126-27 Statler Bldg.
- CHICAGO, ILL.,
3916 South Canal Street.
- CLEVELAND, OHIO,
1920 Scranton Road.
- DETROIT, MICH.,
5946-54 Cass Avenue.
- LOS ANGELES, CALIF.,
16th and Hope Streets.
- NEW YORK CITY, N. Y.,
551 Fifth Avenue.
- PHILADELPHIA, PA.,
3619 Walnut Street.
- PORTLAND, OREGON,
9th and Everett Streets.
- SAN FRANCISCO, CALIF.,
480 Second Street,
1380 Bush Street.
- SEATTLE, WASH.,
Fourth Ave. & Blanchard.

The factory branches and dealers listed above will gladly assist you in selecting the proper battery to meet your requirements. Write the one nearest you for any information.

MARINE
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Willard



HACKER

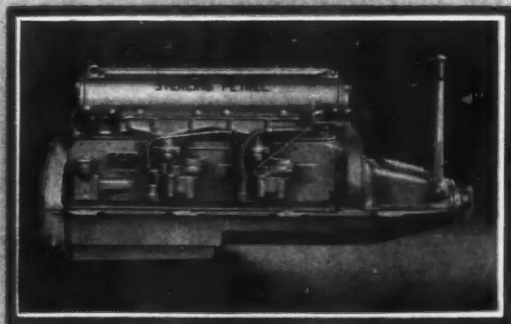


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THE aim of every designer of a fast boat, to force it atop the water, bow out, but not too high, stern planing, is ideally accomplished in the Hacker Dolphin DeLuxe. (To properly achieve this condition and carry the load, the boat is and should be, 30 feet long. The riding is comparable to a long wheel base automobile.) Obviously, 6 to 12 passengers will be more comfortable, and the boat more buoyant, if there is ample vessel to float them.

The Hacker Boat Company offers their best effort in the 200 H.P., 2000 R.P.M., Sterling Petrel Engine.

12 to 565 B.H.P.



Hacker is recognized in this industry as a genius, and his natural technique has contributed much to the speed and appearance of fast boats today.

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